



# *Banter*

Published *spasmodically* by the  
BROAD BAY SAILING ASSOCIATION  
1417 SHOVELLER AVENUE, VIRGINIA BEACH, VIRGINIA - 23454

## **September 2018**

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

## COMMODORE'S CORNER

Guy Sorensen, [commodore@broadbaysailing.org](mailto:commodore@broadbaysailing.org)

Well Summer has gone away and we find ourselves dodging hurricanes! I hope the Banter finds everyone safe and sound!

It has been a very busy month in our sailing community. Cruises, regattas, and the World Famous Leo Wardrup Memorial Cape Charles Cup kept us all pretty busy. We have the day 2 awards of the Leo Wardrup Memorial Cape Charles Cup on Tuesday, September 18<sup>th</sup>, 2018 at the Lagoon. Joline and the crew have a great menu prepared and Scott Almond has the scoring all figured out and the awards are ready for distribution. The Labor Day Cruise to Pirates Beach was a huge success and great fun was had by all. I was pleased to see all the kids participating in the festivities, there looked to be 4 generations of sailors on the cruise. The Cruise over to Cape Charles for the Shuck and Suck was a wonderful time. The Potluck was bountiful and the sea stories were definitely flowing as vessels of all shapes and sizes from both HYC and BBSA took over Cape Charles. The only thing really missing was the oysters, I may have missed something but I thought it was an oyster fest ;)

We have several Regattas this month that are pretty special. The First one is on September 22<sup>nd</sup>. This is the rescheduled date for the BBSA Bold Mariner's Cup. Willoughby vs Little Creek vs BBSA fleet to see just who is the fastest on the water front. The Little Creek Skippers have been training hard to defend the cup and the Willoughby Racers are confident they will bring the cup back home to its origins of Little Bay. The post-race party will be held at Bold Mariner Brewing and I can assure you there will be some serious chatter going on between the fleets as to why Willoughby won, despite not having as many boats and that the race being held on Little Creeks course. Thank you to Robert Duncan, Randy Goodman and Scott Almond for all the hard work that has gone into this premier inter-club event! The second regatta is the Neptune Regatta. This is a sanctioned CBRYA event for the distance series, #418. This pursuit start regatta is known for its excellent sailing conditions. I am certain you all recall last year's event and the conditions enjoyed by all the competitors. It is still fresh on the minds of the S/V Blue Ghost. Entries are due by September 25<sup>th</sup> and online link to registration can be found on our website. The course starts just north of the Little Creek inlet at R"2" and finishes off the Virginia Beach Ocean Front in the vicinity of the old Coast Guard Station. Skippers' Meeting: 1830 hours on Thursday, September 27 at Fish & Slips Marina Raw Bar & Grill at 10 Crawford Parkway in Portsmouth, VA. Class awards will be based on number of entries in addition to the First to Finish (PHRF and Cruising Classes). The post-race party with great food and refreshments will be Saturday evening at 1800 hours on the grounds of the Old Coast Guard Station. The awards ceremony will be at 1915 hours. Racers are highly encouraged to take advantage of the complimentary dockage provided in Lake Wesley just inside Rudee Inlet for Saturday night and enjoy the post-race party and activities of the Neptune Festival. This is Race #12 of the Southern Bay Distance Racing Series (SBDRS). Be sure to join us the Neptune Festival is in full swing right on the stage beside the Old Coast Guard Station.

Our weekly intramural sailing is coming to a close and I have been fortunate to enjoy sailing with both fleets. We are lucky to have the Fleet 32 Catamarans, Little Creek Sailing Association, Willoughby Racers, One Design Racing and the newly renovated Comets fleet as well as the Cruisers to explore our wonderful lifestyle. If you are not taking advantage of the opportunities offered I encourage you to do so. If you have any questions on how to please reach out to me or any of the Chairs of the fleets. We would love to have you join us on the water.

I would like to thank Randy Goodman and his LWCCC committee for putting together another incredible 3 days of friendly competition, sailing, wonderful food and an all-around excellent event. This event is possible because of the donated time and effort of this wonderful committee. I would like to encourage you all to get involved and help out with this event, volunteers are needed and welcome! Despite a little Thunderstorm on Saturday night and light air for day 1 of racing a good time was had by all. Thanks to all that joined us in the success known as the 15<sup>th</sup> Annual Leo Wardrup Memorial Cape Charles Cup. I look forward to next year's event and hope to see you all there.

As Fall comes upon us I want to remind you all that the sailing hasn't stopped, to the contrary some of the best wind can be found in the fall months. Take advantage of the great weather we have here in Hampton Roads in the fall and go sailing. I would like to challenge each member to invite a friend to join you in your adventures on the water. Reach out to a neighbor, coworker or even a family member and extend the invitation to get off the hard and see what it's all about.

I look forward to seeing you all soon. Make friends and bring them sailing!

Cheers,

Guy Sorensen, Commodore BBSA

## RACING NEWS

Scott Almond, [racing@broadbaysailing.org](mailto:racing@broadbaysailing.org)

Jerry Pattenaude, [onedesign@broadbaysailing.org](mailto:onedesign@broadbaysailing.org)

The 2018 edition of the Leo Wardrup Memorial Cape Charles Cup is in the books and with enough wind to get both (although shortened) races completed. This year, we split the fleet up into 2 starting areas, which gave all boats more of a chance to finish; 61 boats finished on Saturday and 50 finished on Sunday. Event Chairman, Randy Goodman, did another great job with steering the committee that is necessary in making this regatta happen. A big 'thank you' goes out to Homer Babbitt (East Starting Area Race Officer), Mark and Sheryl Merrick (East Starting Area signal boat) and their crew: David and Susan Pryor and Dylan Guill. Helping me on the West Starting Area were Preston and Sherry Carraway (signal boat), Don and Monica Larsson, and John Harris. Supporting both starting areas were Bill Pardee (mark boat) with Jean and Jerry Pattenaude. Full results are posted at [www.CCCup.net](http://www.CCCup.net).

Right around the corner is BBSA's last big-boat race of the year. The Neptune's Atlantic Regatta will be held on September 29th. This is a staggered start, pursuit-style race that starts outside of Little Creek and finishes off 24th Street on the Oceanfront. Easy online registration is available on our website. This is the 12th race of the Southern Bay Distance Racing Series (SBDRS). The Event Chairman, Jerry Pattenaude, has included details in this Banter. If you are not interested in racing, consider coming to the post-race party on Saturday evening down at the Old Coast Guard Station on 24th Street; tickets are \$15 each which includes a catered dinner and plenty of cold beverages. We'd love to see you there!

Also this month is the rescheduled BBSA Championship for the Bold Mariner Cup to be held on September 22nd (which is also the date of the biggest game in ODU football history against Virginia Tech). Entry fee is the right price... FREE! Registration is available on our website and all BBSA members are invited to participate!

### Upcoming dates of which to be aware:

**22 September** - BBSA Championship for the Bold Mariner Cup [www.broadbaysailing.org](http://www.broadbaysailing.org)

**23 September** - CCV Fall Series #3 (CBYRA #417 and Race #11 in the SBDRS) [www.ccvracing.us](http://www.ccvracing.us)

**29 September** - Neptune's Atlantic Regatta (CBYRA #418 and Race #12 in the SBDRS)

**13 October** - 'Round the Lights Race (CBYRA #421 and Race #13 in the SBDRS)

**Little Creek Sailing Association Wednesday Races:**[littlecreek@broadbaysailing.org](mailto:littlecreek@broadbaysailing.org)LCSA Face Book Page: <https://www.facebook.com/groups/250807138384289>

<b>(Series/Race) Date</b>	<b>Spinnaker Winner</b>	<b>NS-1 Winner</b>	<b>NS-2 Winner</b>
(4/2) 1 August	No Race		
(4/3) 8 August	Elixir	Black Widow	Wharf Rat
(4/4) 15 August	Quicky	Pegasus	Wharf Rat
(4/5) 22 August	Schock Full o' Nuts	Black Widow	Coeur D' Alene
(5/1) 29 August	Elixir	Black Widow	Wharf Rat
(5/2) 5 September	Elixir	Pegasus	Coeur D' Alene

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

<b>(Series/Race) Date</b>	<b>Spinnaker Winner</b>	<b>NS-1 Winner</b>	<b>NS-2 Winner</b>
(Fall/3) 16 August	Jammin	Amara	Tipsea
(Fall/4) 23 August	Blew J	Puff Card	Tipsea
(Fall/5) 30 August	Encounter	Puff Card	Tipsea
(Fall/6) 6 September	Blew J	Puff Card	Bobinski

**2018 Hobie fleet event schedule:**

Sunfish Challenge	Sep 15
Neptune Festival	Sep 29
Indian Summer (Lake Waccamaw)	Oct 13/14??
Holiday Party	Dec 8

**Sunfish Challenge, Submitted by Jonathan Romero (New Date September 22):**

A change in venue marks the 10<sup>th</sup> running of the Hampton Roads Sunfish Challenge & Dinghy Distance Race. The Hampton Yacht Club will be the host club for this grass roots dinghy regatta, which welcomes all dinghies 22 feet or less.

This year's race will start at the mouth of the Hampton river, round Middle Ground Lighthouse, and finishes back at the Hampton River entrance. Race participants will enjoy the pre and post-race festivities on the grounds of the Club. This course gives racers an opportunity to enjoy the historic sites of the Hampton Roads harbor, silhouetted against the backdrop of the Middle Ground lighthouse.

As before, there will be three Sunfish Classes (Racing, Recreational, & Tandem) and several other dinghy classes. The classes include the ever expanding Laser Class and Comet Class, along with a Force 5 class, Multi-hull class, Hobie Class, Sonar class, and Open Class for dinghies 22 feet or less.

Go to [www.hrsunfishchallenge.com](http://www.hrsunfishchallenge.com) for more information.

# SUNFISH CHALLENGE



PRESENTED BY



**DATE:** SATURDAY, SEPTEMBER 22, 2018

**RACE ROUTE:** START IN THE HAMPTON YACHT CLUB IN THE HAMPTON RIVER, ROUND MIDDLE GROUND LIGHTHOUSE, RETURN TO THE HAMPTON YACHT CLUB. APPROX 11 MILES IN LENGTH. OVER 11 SAFETY BOATS PATROLLING ENTIRE COURSE.

**PRE/POST RACE:** PRE-RACE & POST-RACE PARTY WILL BE HELD AT THE HAMPTON YACHT CLUB'S PICNIC AREA. BREAKFAST AT RACE START AND DINNER AT THE FINISH. ENTERTAINMENT WITH WAYNE MITCHELL, PLAYING HIS UNIQUE BRAND OF AMERICANA AND ACOUSTIC MUSIC. PARTICIPANTS WILL RECEIVE A WELL STUFFED "SWAG BAG" FROM OUR SPONSORS.

**CLASSES:** THREE SUNFISH CLASSES, & SEVERAL OTHER DINGHY CLASSES TO INCLUDE LASER CLASS, COMET CLASS, FORCE 5 CLASS, MULTI-HULL CLASS, HOBIE CLASS, SONAR CLASS, AND OPEN CLASS FOR DINGHIES 22' OR LESS.

**REGATTA CHAIR:** JONATHAN ROMERO (757) 285-6017  
ROMEROARMS@COX.NET

**WWW.HRSUNFISHCHALLENGE.COM**







Come join in on the Fun!!!

**2018 Neptune's Atlantic Regatta, September 29th.**



**These guys & gals can't be having all the fun!**



**Check us out! You will find the NOR on the BBSA web page.**



The 15<sup>th</sup> annual Neptune's Atlantic Regatta is right around the corner. Get your \$15.00 discount by entering before midnight 1 September which is the early bird deadline.

<http://www.broadbaysailing.org/downloads/files/2018-4neptunenor.pdf>

This is the only regatta we have that competes in the ocean and last year it was a very tight race.

Class awards will be based on number of entries in addition to the First to Finish (PHRF and Cruising Classes).

The post-race party with great food and refreshments will be Saturday evening at 1800 hours on the grounds of the Old Coast Guard Station. The awards ceremony will be at 1915 hours.

Racers are highly encouraged to take advantage of the complimentary dockage provided in Lake Wesley just inside Rudee Inlet for Saturday night and enjoy the post-race party and activities of the Neptune Festival.

This is Race #12 of the Southern Bay Distance Racing Series (SBDRS)

I hope to see there.

Neptune's Atlantic Regatta Chairman  
Jerry Pattenaude

## CRUISING NEWS

Ed and Aimee Darling, [cruising@broadbaysailing.org](mailto:cruising@broadbaysailing.org)

It is hard to believe that it is already September. The kids (and teachers!) are going back to school, autumn is around the corner, and it feels like summer has gone by too fast. Despite all this, sailing and cruising are definitely not over. We have cooler and breezier weather to look forward to in the upcoming months. In my opinion, it is some of the best sailing of the year! And of course, there are still cruises coming up to take advantage of the great sailing! If you need some encouragement, check out some of the fun cruises that have already occurred and continue reading to see what is coming up. Don't be afraid to join in. The cruises are always filled with fun and new boats are more than welcome! Happy Sailing!

Aimee Darling  
Cruising Fleet Captain

### **York River Yacht Haven (YRYH) Bloody Mary Cruise Recap...August 18-19**

The voyage from Bay Point Marina (Little Creek) was as expected... wind out of the SSW at about 15 knots. With a quartering sea off the port stern, we motor sailed under jib and Yanmar. So, thanks to Mr. Yanmar, and Otto the Autopilot... it was an uneventful trip to Sara's Creek. The following vessels were present: Coriolis, Stargazer II, Dreamtime, Flight Risk, and Heaven to Betsy.

Flight Risk reported 7.5 knots over ground. Afternoon entertainment at the pool, where we ran into old friends from Bay Point (Randy and BB) who were summering at YRYH until it's time to head back to the Caribbean. Of course the rain came, and we gathered up under the canvas on Flight Risk. Great conversation and hor d'oeuvres.

Thoughts of Dinner at the York River Oyster Company were stopped short with the entire Restaurant closed for a private party, and a waiting list at the bar. Hard to believe they cater to boaters, they even closed the patio because of the rain. However, Stargazer and a few intrepid sailors, wandered up to check it out, and since things were winding down, a good time was had by all who braved the rain, and made it up the dock. I (Andy) stuffed on snacks and woosy from docktails, retired for the evening. Have to admit, the weekend was a diet buster.

Sunday morning, a Bloody Mary breakfast as promised. Thanks to the Admiral (Carmen) we had bagels, fruit, and the required dining on the dock buffet ancillary snacks. Ya'll lucked out, if it had been up to me, it would have been all alcohol. Finally, the fleet untied the lines and we were underway. Very little wind, and most motored home.

Thanks to everyone who came and participated. As always, it's a great time because of the wonderful friends we have through BBSA.

Andy and Carmen  
s/v Coriolis

### **Norfolk Yacht Club & Tides Cruise... 27-29 July**

The cruise was a total success, enjoyed by 30 plus members of HYC/BBSA & OPCYC. Many enjoyed being poolside during the day and served food and drinks via NYCC's servers while also having the choice to walk up to the pool bar and ordering their favorite cocktails. In the evening a bountiful seafood buffet was beautifully arranged and served and our reserved seats for 30 had the best view of the river and marina. Every creature of the sea was wonderfully represented at the buffet from crustaceans like

lobster claws, lobster pasta, crab legs, lump crabmeat and shrimp to shellfish such as oysters, steamed clams and clam strips and of course fish like salmon and red snapper. There was also Manhattan clam chowder and of course a salad bar all which left no one leaving the restaurant hungry. The desert table also offered 4 kinds of delicious treats if you had room for it. Cheesecake, Key Lime Pie, German Chocolate and Chocolate Cakes were served. Yum, yum!!! It was great to see everyone happy, socializing and enjoying themselves.

The next day most of the 30 that attended the buffet made their way to Harbor Park either by water or by land yacht to attend the Tides game. Before heading out to the game we all gathered at Tidewater Yacht Club for docktails. We then boarded the ferry in Portsmouth that took us to the ballpark where we met up with other "by land" attendees making it yet another 30 at the event. Yup, seems like 30 was the magic number this weekend. Some of us enjoyed the traditional ballpark cuisine like hot dogs, ice cream and peanuts while others dined at the ballpark buffet! That's right folks, another buffet!!! Lol. As usual the weatherman was wrong, and it never rained and the fact that the Tides hit 2 balls out of the park and won the game made it and even more fun and exciting night! For the final touch Harbor Park put on a magnificent firework's display which we got to see from the best viewing area.... on the water in the ferry boat for our return trip back to Portsmouth and to our boats. The next morning the OPCYC Commodore and his wife came to Tidewater Yacht Club and invited all to enjoy some donuts while Sun Lion made traditional Bloody Mary's. We all sat around reminiscing our short but sweet, fun filled, fulfilling weekend.

John Scott

S/V Summer Wine<sup>[L]</sup><sub>SEP</sub>

## UPCOMING.....

### **Back River anchor out...September 15-16 CANCELLED**

Back River has been a favorite anchorage of ours for years. It's only 9-10 miles from most Hampton Roads locations but isn't frequented by many sailors as an anchorage, perhaps because charts show less water depths than actually exist. It's protected in most wind directions depending on where you anchor with the exception of strong easterlies. You would think there's a lot of small power boat traffic but that happens mostly on hot summer weekends near Green 9.

If you've never been into Back River, just follow the markers from BR1 and stay mid channel as the depths range from 9-18'. Stay close to the shore at G9. The channel there is plenty deep but a bit narrow (you'd think you could almost reach out high 5 the people on the shore!). Just mind the marks until R16/G17.

Charts show shallow depths south of G17 but we've anchored there in 7' to get protection from SE through WSW. There's a large anchoring area north west of R16 until a bit west of G18. Just watch out for Messick's Point due north of G16.

There's a down home BBQ at Messick's Point called Bull Island BBQ which will be open for dinner or takeout until 8pm Saturday and for breakfast starting at 7am on Sunday. ~~You can tie your dinghy to the Poquoson Yacht Club dock to go to the restaurant.~~

We'll be hosting Happy Hour on our boat, Seaquel, starting at 5pm and serving some Bull Island BBQ smoked wings. Bring your drinks and a nibble. If you get there early, we'll have our 2 person kayak and inflatable sailing dinghy in the water which you're welcome to try out.

Hope to see you there.

Donna and Joel Penne

### **Seaford Yacht Club...September 22-23**

This cruise has unfortunately been cancelled. However, the cruise captains are hoping to reschedule another cruise in October. Further information will be sent out.

### **Chisman Creek Cruise...October 13-14**

Information will be coming soon!

### **Waterside Grand Illumination Cruise...Nov 16-18**

Keep an eye out for more information!

<b>BBSA/HYC Cruise Calendar</b>		
<b>Dates</b>	<b>Destination</b>	<b>Captain(s)</b>
Sept 1-3	Mobjack Bay East River Labor Day Cruise	Jean Pattenaude, John Scott
<del>Sept 15-16</del>	<del>Back River CANCELLED</del>	<del>Joel &amp; Donna Penne</del>
<del>Sept 22-23</del>	<del>Seaford Yacht Club CANCELLED</del>	<del>Karl &amp; Ronda Shulenburg</del>
Oct 13-14	Chisman Creek	Jim & Susan Currie
Nov 16-18	Grand Illumination Cruise Waterside	Jonathan Romero

## MEMBERSHIP NEWS

[membership@broadbaysailing.org](mailto:membership@broadbaysailing.org)

**Ship's Store News: Bev Borberg**, (757)460-1051, [bevborberg@yahoo.com](mailto:bevborberg@yahoo.com)

I will have Burgees available at the next meeting. See you there. A Burgee is \$25 and can be mailed to you or I usually have one at all of the meetings.

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

### BBSA Name Tags:

The BBSA name tag has the BBSA Burgee on it along with your name and, if applicable, your boat name. If this is your first order, you get up to 2 free name tags (one per person). The name tags were brought back so we can put a name with that face. So please wear yours to meetings and other gatherings. If it's a replacement, then it's \$10/each. **The next order will be sent in October.** Here is a link to the order form: <https://form.jotform.com/71134870954157>. Please make sure you fill out everything correctly, as the names goes in just as you type it.



Please email Mary Greblunas at [marygreblunas@yahoo.com](mailto:marygreblunas@yahoo.com) with any questions.

### Broad Bay Sailing Association's New Members, by Mary Grablunas:

Since the beginning of the year we have had 30 new members joined BBSA. The below 8 have signed up since May. I would like to extend a special welcome to the below new members. Please take a quick look at the below members and if you see their boat or are in your marina, please take the time to introduce yourself.

New BBSA Members	Boat Manu.	Boat Name	Home Ports
John Beegle & Angela Kohn	Tartan	Esmeralda	Willoughby Harbor Marina
Larry & Gabi Bond	Young Sun	Tezcuco	Hampton Yacht Club
Leslie Cullinan	-	-	-
Jason & Amy Fox	Hunter	Aislinn	Bay Point Marina
Michael Ledoux	C&C	Serendipity	Cobbs Marina
David & Ellen Midkiff	Bristol	Luna Blu	Old Point Comfort Marina
Jeff & Jen Nelson	Hobie	-	-
Nicolas & Katy Schuck	Beneteau	All Schuck Up	Norfolk Yacht Club

### West Marine of Virginia Beach Events, Submitted by Karen Roberts, Sales Manager:

West Marine Virginia Beach is regularly hosting free events that may be of interest to you! For a list of upcoming events, including a special Navico B and G event, checkout

[Facebook.com/WestMarineVirginiaBeach/Events!!](https://www.facebook.com/WestMarineVirginiaBeach/Events!!)

Lee Anderson provided information below about the upcoming Oyster Roast to support youth sailing:



Here is the link for getting tickets:

<https://youthsailingva.us15.list-manage.com/track/click?u=f30d1748408d9a79b789335aa&id=e621651b52&e=0ee9f31f48>



### **Sail Nauticus Academy Youth Sailing Instructor/Mentor Volunteer**

**Sail Nauticus** is a non-profit community sailing center located at Nauticus in Downtown Norfolk. Our mission is to positively inspire, instruct, and impact Hampton Roads youth through sailing and maritime sciences. Our flagship initiative, the Sail Nauticus Academy, is a hands-on sailing and STEM education after school program that focuses on teaching lifelong leadership, communication, and teamwork skills to Norfolk youth. We rely heavily on volunteers to further our impact in the Norfolk community.

We consider our sailing instructors our most important asset, promoting our mission by teaching sailing, STEM curriculums, and important life skills both on and off the water. Our staff works with youth ages 10-14 as their teacher, mentor, and friend, helping them navigate their way to becoming successful young adults.

#### **Do you have the passion and skills to assist us with this mission?**

The position entails the following responsibilities:

- Mentor students in soft-skills such as leadership, teamwork, communication, and confidence
- Teach sailing skills to 6<sup>th</sup>-8<sup>th</sup> grade Norfolk Public school students aboard our Harbor 20 keelboats
- Ensure safety of students and boats during program hours
- Provide feedback for student evaluations
- Participate in staff training and development
- Assist with other duties and responsibilities as assigned by Program Managers
- Commit between the hours of 2:30-6pm, at least 1 day per week (Monday-Thursday) through the Fall season

#### **Qualifications:**

- Must enjoy working with children, experience teaching children preferred
- Self-motivated team player
- Current CPR/First Aid certification (must obtain no later than Fall Training)
- Current Virginia Safe Boating Certification (this is a free online course) or have a current USCG Captain License (must obtain no later than Fall Training)
- Sailing experience required \*we do offer training for some committed candidates.

**This is a volunteer position. Sail Nauticus will provide any necessary documentation or reference regarding service hours for our program.**

*Compensated positions also available; please inquire when submitting application.*

**To Apply:** Interested candidates should send a **cover letter and sailing resume** via email with the subject line "Sail Academy Instructor for Fall 2018 to Annabelle Wax at [Annabelle.wax@norfolk.gov](mailto:Annabelle.wax@norfolk.gov). For more information about our programs, please visit us at [sailnauticus.org](http://sailnauticus.org).



## Sailing Instructor/Mentor Position Fall 2018

**Sail Nauticus** is a Norfolk based non-profit community sailing center existing to positively inspire, instruct, and impact Hampton Roads youth through sailing and the maritime sciences. Our flagship initiative, the Sail Nauticus Academy, is a hands-on sailing and STEM education after school program that focuses on teaching lifelong leadership, communication, and teamwork skills to Norfolk youth. We consider our sailing instructors our most important asset, promoting our mission and helping students navigate their way to becoming successful young adults.

We are looking for skilled, enthusiastic, and competent sailing instructors for our 2018 Academy Fall Semester (early Sept-mid-Nov). The Academy Instructor position is a part-time seasonal position. Academy runs Monday through Thursday from 2:30 PM to 6:00 PM.

### Job requirements:

- Commit between the hours of 2:30-6pm through the Fall season
- Mentor students in soft-skills such as leadership, teamwork, communication, and confidence
- Teach our sailing curriculum to 6<sup>th</sup> -8<sup>th</sup> grade Norfolk Public School students.
- Ensure safety of students and boats during program hours
- Assist with boat maintenance as necessary
- Provide feedback for student evaluations
- Participate in staff training and development, Fall Training
- Assist with other duties and responsibilities as assigned by Program Managers
- Instructors must also be able to comfortably and safely navigate a busy commercial waterway while ensuring a safe, organized, and educational experience for our kids.

**Compensation:** \$17/Hour

### Qualifications:

- Must enjoy working with children, experience teaching is preferred
- Self-motivated team player
- Must hold current CPR/First Aid certifications
- Must possess Virginia or other state Safe Boating Certification (this is a free online course) or have a current USCG Captain License.
- Sailing experience required (Level 1 Sailing or Basic Keelboat Certification preferred but no mandatory)

**How to Apply:** Interested candidates should send a **cover letter and sailing resume** via email with the subject line "Sail Academy Instructor for Fall 2018" to Annabelle Wax at [Annabelle.wax@norfolk.gov](mailto:Annabelle.wax@norfolk.gov) . For more information about our programs, please visit us at <http://sailnauticus.org/>.

## Volunteer and Internship Opportunities at Nauticus:



### VOLUNTEER & INTERNSHIP OPPORTUNITIES

Audio/Video Technician  
Battleship Crew Member  
Craft Crew Member  
Electronics Technician  
Exhibits Carpenter  
Gift Shop Associate  
Overnight Assistant  
Preservation Crew Member  
Restore BB64  
Sail Nauticus Academy Instructor  
Sail Nauticus Tutor  
Sailing Captain  
Small Boat Maintenance  
Special Event Crew  
Visitor Experience Crew – Adult & Youth

Positions are subject to change

Listing is most current on our online volunteer application

**ASK LATOYA FOR MORE INFORMATION**

[latoya.hyler@norfolk.gov](mailto:latoya.hyler@norfolk.gov) | 757-664-1043 | [www.nauticus.org](http://www.nauticus.org)

*thank you!*



This article appeared in a previous issue of Spinsheet magazine after a recent collision in the bay. A refresher is always good.

## Rules of the Road: Which Boat Has the Right of Way?

Posted August 21, 2018

### Resources for Rules of the Road

After last week's astonishing boating accident near Thomas Point Light on the [Chesapeake Bay](#), much discussion has taken place on social media and around the docks about rules of the road out on the water. Remarkably, and thankfully, no one was injured in that dramatic accident.



Courtesy of DNR Twitter page

### Right of Way Rules

Whenever you meet another boat, it's like approaching an unmarked intersection in your car. Knowing a few, simple right of way rules will help you avoid a collision. Just as motorists must know what to do when approaching a four way stop, every crossing situation at sea is like approaching an unmarked intersection.

Because there are so many different types of boats and styles of boating, it is important to know what to expect when you come upon another vessel.

"Vessels" are anything that floats on the water that is used or is capable of being used as a means of transportation on water. A log, a bathtub and many other things could be considered a vessel under the Navigation Rules. The Navigation Rules distinguish one vessel from another by both its design, and by its actions. This section covers maneuvering rules only.

There are other navigation rules that you are required to know. Sound Rules are covered under the Sound Signaling Equipment section. Light Rules are covered under the Navigation Light Equipment section.

The Rules of the Road are published by the U. S. Government Printing Office, and are available in any boating supply stores. Every boat owner should have a copy, but they are mandatory to be kept on vessels over 12 meters (39.4 feet) in length.

The Rules generally used in this course are Inland Rules, unless otherwise noted. There are small but important differences in the Rules depending on where you are operating your boat. It is your responsibility to know the Navigation Rules for your boating area.

- **International Rules** - Apply to all vessels upon the high seas and in all waters connected to them that are navigable by seagoing vessels.
- **Inland Rules** - Apply to all vessels upon the inland waters of the United States, and to vessels of the United States on the Canadian waters of the Great Lakes to the extent that there is no conflict with Canadian law. Certain inland waterways may have specific provisions that apply to certain vessels.
- **Great Lakes** - Includes the Great Lakes and their connecting and tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Works (between mile 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between mile 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock.
- **Western Rivers** - Includes the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, and the Port Allen-Morgan City Alternate Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternate Route including the Old River and the Red River.

## Vessel Types

- **Power Driven Vessel** - Any vessel propelled by machinery. This includes any boat that has an engine. Sailboats are considered powerboats when they are being propelled by a motor - even if the sails are up.
- **Sailing Vessel** - Any vessel under sail alone. Remember, if being propelled by a motor, a sailboat is considered to be a powerboat.
- **Vessels Engaged in Fishing** - Means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing gear which doesn't restrict maneuverability. This means a shrimper out of Galveston is "engaged in fishing" **Someone out trolling for stripers in their Grady-White is NOT considered to be engaged in fishing under the Rules.**
- **Seaplanes** - Are any aircraft designed to operate on the water.
- **Vessels Constrained by Draft** - Means that a vessel can't deviate from a course/channel because they might run aground. A freighter in a narrow channel is an example of this. Note: This is for International waters only, not Inland.
- **Vessels Restricted in Their Ability to Maneuver** - Means a vessel that can't maneuver as required by the rules because of the size or operation of the vessel. A fishing vessel pulling in nets and a buoy tender placing a buoy are both examples of a vessel restricted in their ability to maneuver.

- **Vessels not under Command** - Any vessel that for some exceptional circumstance is unable to maneuver as required by the Rules, and is therefore unable to keep out of the way of another vessel. If Joe boater slips and knocks himself out, and can no longer steer--that's a vessel not under command. If the steering cable goes out, and you can't turn the boat, that's a vessel not under command. If the captain is not paying attention and hits another boat, that's negligence.
- **Underway** - Means that you are not anchored, moored, at the dock, or aground. If you are even drifting along, you are underway.
- **Restricted Visibility** - Means any condition such as fog, mist, falling snow, rain, or other similar causes that make it difficult to see other vessels. Losing your glasses is NOT restricted visibility.

## Rule, Rule, Rule your Boat

It may seem as if you can do anything you want while you are on the water (You might also think that it looks as if everyone else is going crazy on the water). Boating on a crowded waterway can be scary! The good news is that there are rules to govern the action of each vessel. The bad news is that many vessel operators do not know the rules!

Not complying with the Rules - even if you don't know them, can get you in trouble on the water. Even if you think you are following the Rules, if there is something that you can do to avoid a collision - you must do it, even if you deviate from a different Navigation Rule.

It is your responsibility as the ship's captain to be aware of your surroundings at all times, and to operate your vessel in a safe manner. Caution may not be fun but having an accident sure stinks.

The Rules state that every vessel shall use all available means appropriate to the prevailing conditions to determine if a risk of collision exists. If there is any doubt, such risk shall be deemed to exist.

### **Rules Explained**

The Rules are designed to tell you what to do when you operate your vessel near other vessels. The purpose of the Rules of the Road is to help you avoid an accident--not to establish responsibility or liability if you get into an accident. - Remember, if you get into an accident, you can be held liable, even if you followed the Rules to the letter!

Your primary obligation is to operate in a safe manner. Under the Rules, there is no "right-of-way" like there is on a street. For most situations, Boats are called one of the following.

- **Give-Way Vessel** - If you are the Give-Way vessel, you must act as if the "stand-on" vessel has the right to keep going the way it is going. It is your responsibility to signal your intentions to the stand-on vessel, and it is your responsibility to maneuver your boat around the other in a safe manner. Also known as a "Burdened" vessel, as it has the burden of.
- **Stand-On Vessel** - If you are the Stand-On vessel, it is your responsibility to acknowledge the intended actions of the give-way vessel. You must also maintain your current course and speed until the give-way vessel passes, or you enter a dangerous situation.

## Operator Responsibilities

In addition to the Rules, you have other responsibilities as the captain as well. You are responsible for the safety of everyone aboard your vessel at all times--and you have a responsibility to those with whom you are sharing the water.

- You must always operate at a safe controlled speed for the situation in which you are boating, and any legally mandated speed requirements that there may be, such as a slow/no wake zone.
- Take care to avoid careless, reckless or negligent boat operations--such as operating too closely to other vessels, boating under the influence, or operating at an unsafe speed for the given conditions.

- Steer clear of naval vessels, and other restricted facilities such as bridges, power plants and dams. New Homeland security measures require it, as does your safety! For more information, see the [Homeland Security](#) pages.

Finally, as a boater, you have a responsibility to all other boaters--and all others who enjoy the water--to be courteous and respectful of others. This means that you should always watch your boat noise (a legal requirement) avoid congested waters as much as possible, avoid disturbing wildlife and sea grasses, and look out for the safety and wellbeing of other boaters by giving a hand to those in need.

### ***The Pecking Order***

There is a "pecking order" that can be used as a simplified memory aid to determine right of way for vessels of different types. Get very familiar with this list, as it is important to understand it thoroughly. The lower most vessel on the list is the give way vessel, and must stay out of the way of vessels that are higher on the list.

- Overtaken vessel (top priority)
- Vessels not under command
- Vessels restricted in their ability to maneuver
- Vessels constrained by draft
- Fishing vessels engaged in fishing, with gear deployed
- Sailing vessels
- Power driven vessels

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### **Collision Avoidance**

- **Rules apply to vessels in all conditions of visibility.** Rules are the same at night or in fog, for instance, as they are during a bright sunny day.
  - **Every vessel must maintain a proper look-out by sight and hearing at all times.** Operator inattention and not having an adequate look out are a leading cause of accidents each year.
  - **Every vessel must proceed at a safe speed at all times.** Several factors should be considered when determining safe speed, including but not limited to the state of visibility, traffic density, your vessel's maneuverability, with special reference to stopping distance and turning ability. At night, consider the presence of background lights such as those from shore, or from the back-scatter of your vessel's own lights. Consider also the state of wind, sea, and current, and the proximity of navigational hazards.
  - **The Rules specifically require that any action taken to avoid collision,** if the circumstances allow, will be positive, made in ample time, and in keeping with good seamanship. Any changes in course or speed should be large enough to be readily apparent to the other vessel. This means that you should avoid last second changes in course, and you should avoid a small series of changes. Change direction early, and make a large turn.
-

## Maneuvering



The main situations of collision risk are overtaking, meeting head-on, and crossing. When one of two vessels is to keep out of the way (give-way vessel), the other, the stand-on vessel, must maintain course and speed. The stand-on vessel must take avoiding action when it becomes apparent that the vessel required to give way is not taking appropriate action.

### *The Crossing Rule*

Both International and Inland Rules state that when two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard side (the give-way vessel) must keep out of the way.

As the give-way vessel it is your duty to avoid a collision. Typically, this means you must alter speed or direction to cross behind the other vessel (the stand-on vessel).

At night, if you see a red light crossing right-to-left in front of you, you need to change your course. If you see a green light crossing from left-to-right, you are the stand-on vessel, and should maintain course and speed.

### *The Meeting Situation*



At times there may be some doubt whether the situation is a crossing or a head-on meeting. In case of doubt, you should assume that it is a meeting situation, in which neither vessel has a clear-cut "right-of-way," and each must act to avoid the other. Each vessel in a meeting situation must alter course to starboard so that each will pass on the port side of the other. At night, you will recognize a head-on meeting situation if you see both red and green side lights at the same time.

### *The Overtaking Situation*



Any vessel overtaking any other vessel must keep out the way of the vessel being overtaken. The former is the give-way vessel and the latter is the stand-on vessel.

This rule applies even if the overtaking vessel is propelled by wind, oars, or rubber band paddlewheel.

A vessel is deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft (behind) her beam. This is the angle prescribed by the stern light.

At night, the overtaking vessel will see only the white stern light of the vessel being overtaken. If you see either side light, it is a crossing situation.

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### **Operating in a Narrow Channel**

First and foremost, you have to avoid larger vessels that can only travel in a channel. Even if your vessel is operating under the rules otherwise, you must give way to a boat that could potentially run aground or get into a collision if they left the channel.

Try and operate on the edge of the channel. Be extra cautious if you come to a bend in the waterway and can't see traffic coming towards you.

You may sound a prolonged blast as a warning to traffic headed your way.

On the Great Lakes and Western River system, vessels going downstream are stand-on, vessels going upstream must give-way.

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### **Potential Collision Situation**

When the distance between two vessels decreases and the relative angle of the other vessel off the bow remains the same, then you will soon be trying to occupy the same spot in the water - a collision situation. Change course or reduce speed, even if you are the stand-on vessel.





### ***Conduct of Vessels During Periods of Restricted Visibility***

Operating a boat in areas or at times of restricted visibility requires extra concentration by the skipper and the lookout. You must operate your vessel at a speed at which you can identify and react to a situation and still have enough time to avoid a collision. This is especially important when vessels are not in sight of one another.

- Operate at a safe speed for the prevailing circumstances
- Have engines ready for immediate maneuvering - including reverse
- Don't rely on radar or other electronic imaging alone - use your built-in senses at all times
- Take avoiding actions early and provide ample time for the other vessels to maneuver
- Avoid sharp turns if being overtaken
- Always - you are in doubt, reduce your speed
- Every vessel shall at all times proceed at a safe speed

### **Other Rules**

Whether under inland or international rules, power vessels must keep clear of sailing vessels in open waters. A sailboat with motor running is defined as a motor boat. The "pecking order" between sailing vessels is more complex. When two sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of each other as follows.

- When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
- When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or the starboard side, she shall keep out of the way of the other.
- For the purposes of these rules the windward side shall be deemed to be the side opposite to that on which the mainsail is carried. On square-rigged vessels, it shall be deemed to be the side opposite to that on which the largest fore-and-aft sail is carried.

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### **Practice**

Now that you are familiar with "The Rules," go out and use them in passing, meeting, and crossing situations you find on the water. You will get many puzzled looks from inexperienced boaters with no training or testing.

Remember, if a collision does occur, your proper use of the correct signals and appropriate actions will win you points! But you know enough now to avoid a collision.

The navigation rules of the road contained in this course summarize basic navigation rules for which a boat operator is responsible. Additional and more in-depth rules apply regarding various types of waterways and operation in relation to commercial vessels and other watercraft. It is the responsibility of a boat operator to know and follow all the navigation rules.

For a complete listing of the navigation rules, refer to the document “Navigation Rules of the Road” published by the U.S. Coast Guard (COMDTINST 16672.2 Series) and available through the U.S. Government printing office or on the web [here](#).

For state specific navigation requirements, refer to the state laws where you intend to boat.



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# September

26	27	28	29	30	31	01 C – Labor Day Cruise
02 C – Labor Day Cruise	03 C – Labor Day Cruise	04	05 R – LCSA Racing	06 R – Willoughby Racers Racing	07	08
09	10	11	12 R – LCSA Racing	13 R – Willoughby Racers Racing	14	15
16	17	18 M – Membership Meeting at Lagoon, 1830	19 R – LCSA Racing	20	21	22 R – Bold Mariners Cup R – Sunfish Challenge
23	24	25	26 R – LCSA Racing	27	28	29 R – Neptune Regatta
30	01	02	03	04	05	06

R – More information in Racing News; M – More information in Membership News (or Commodore’s Corner); C – More information in Cruising News

# October

30	01	02	03	04 Annapolis Boat Show <a href="http://annapolisboatshows.com">annapolisboatshows.com</a>	05 Annapolis Boat Show <b>M</b> – Oyster Roast at Oozlefinch Brewery, 6-9 pm	06 Annapolis Boat Show
07 Annapolis Boat Show	08 Annapolis Boat Show	09	10	11	12	13 <b>C</b> – Chisman Creek Cruise <b>R</b> – Indian Summer
14 <b>C</b> – Chisman Creek Cruise <b>R</b> – Indian Summer	15	16 <b>M</b> – Membership Meeting	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	01	02	03

R – More information in Racing News; M – More information in Membership News (or Commodore’s Corner); C – More information in Cruising News