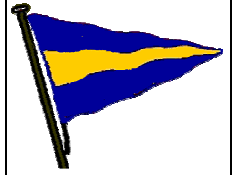




The Baggy Wrinkle



October 2011

Publication of the Norfolk Naval Sailing Association



It's the cruising life for me! (photo courtesy of Gary Coldren)

[Commodore's Corner...Round the Lights](#)

Congratulations to John & Sharon PETERSON for their award for 3rd place, Cruising 2! Who knew that Dream Date was such a bullet?

Congrats also to RICHARD BAYSE for his 3rd place finish in Non-Spin 2. I have your awards, Richard, and will present them at our next NNSA meet.

Congrats also to DAVE NICHOL for finishing FIRST in Non-Spin 1. Good ship Pelican really is a bullet.

RTL remains my favorite race of the year, mostly because there are so many ways to screw it up, and when you figure out a way to make fewer mistakes than the others it makes a huge difference.

In the end, race or not, it was just a beautiful day to be out on our beautiful bay. Mmmm. What a glorious hobby!

Cheers/Dick
S/V Charis

Cape Charles Cruise

Everyone made it (over and) but we had our issues to overcome. (Beam winds on the way across) but weather was on our nose most of the trip back. For those of you who did not go, Mark Merrick lost his rudder....as in broke off and gone,,,,, about 5 1/2 miles out from Cape Charles.

Sharon and I towed him about 4 miles until the tow rope broke and Charlie Grau towed him the rest of the way. Then John Bouma brought him back home to NNSC Sunday.

(Town Harbor has) great facilities and the staff were more than helpful. We need to send them a burgee!"

John Peterson
Cruising Captain, NNSA

Racing News...

Broad Bay Sailing Association Willoughby Racers held their single headsail only **Willoughby Memorial Regatta** Saturday in Norfolk's Willoughby Bay, aka Little Bay. **RESULTS:** Fleet 1: 1.**Bill Bounds**, *Some Beach*; 2.**Jack Hall/Ben Ritger**, *Blew J*; 3.**Jack Clayton**, *Melantho*. Fleet 2: 1.**John Edwards**, *Recovery*; 2.**John Wandling**, *Eclipse*; 3.**Curt Hauger**, *Arbitrage*. Fleet 3: 1.**Roy Weisert**, *Arete*; 2.**Fred Scarlott / Steve Waters**, *Scarlott Waters*; 3.**Richard Bayse**, *Miss B Haven*. Principal Race Officer - Dave Hughes.

Your dancin' shoes are somewhere in the trunk of your car - better find 'em! **CCV Awards Party and Bash** is **Saturday, November 5, 2011**, at the Virginia Beach oceanfront at the Wyndam Oceanfront Hotel. Awards presentations, cocktails, heavy hors d'oeuvres, free wine and beer (as long as the supply lasts), cash bar, dancing and partying until midnight. Call the Wyndham at 1-800-365-3032 to make room resies. To make party resies contact Steve Taylor at (757) 722-7861. Remember, if you took a 2011 CCV Racing Membership, you already have one party ticket included in your membership.

ONE DAY AWAY:

(This is a section with inputs from anyone who has ideas on cruising sites "one day a way")

Hazard to Navigation

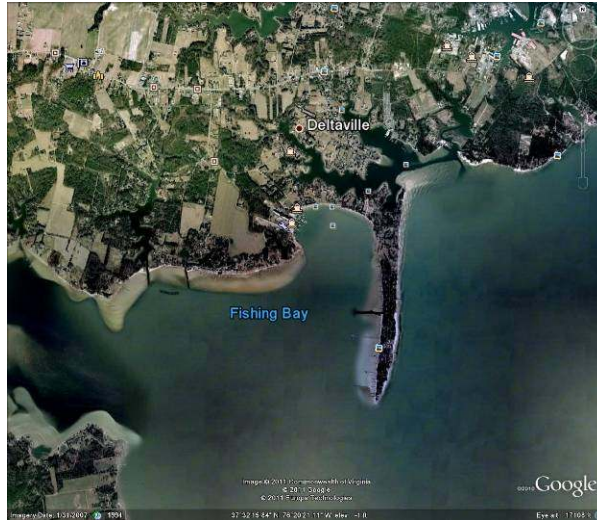
Reports, and groundings, continue to place the Green Can buoy number "1A", which marks the shoaling in the North Channel into Willoughby Bay, off to the green side of the channel and north of shoal water. Use caution exiting and returning between the Red "2" and the Green "1" and "3".

Tim Dull

PLANKATANK RIVER

Fishing Bay / Deltaville

Doing 6 knots for 45 miles about 7 ½ hours of sailing up to well-known spot for locals and cruisers Piankatank River on the south side of has earned a reputation as one of the spots on the bay. Odds are very good night in Fishing Bay will make you a Fishing Bay is an easy entrance that is 2-3 sides, depending on how far you Plenty of deep water (15') and lots of for a comfortable evening nestled into surrounded by luscious landscapes and homes. All the way in at the north end you'll find Fishing Bay Harbor Marina (www.fishingbay.com, 804-776-6800)

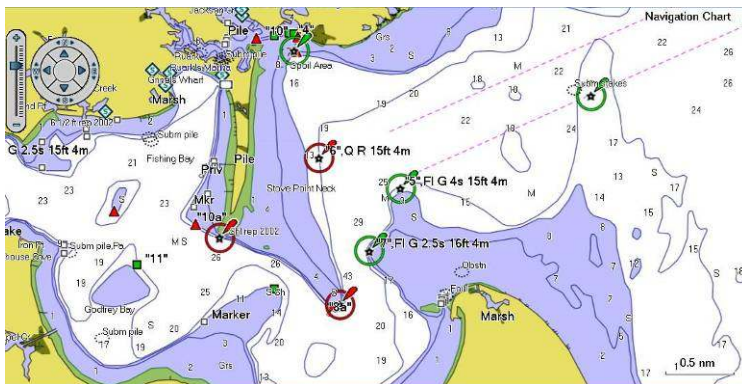


makes for Deltaville, alike. The Deltaville loveliest that one believer. protected on go in. space make a bay gorgeous of the bay

transient slips at \$1.50/ft/night or \$1.25/ft/night for BoatUS members. They also offer use of the dingy dock for \$3/day, as well as trash and WiFi services for a fee. With the gorgeous panoramas of this bay, though, a night on the hook might be well worth the effort. In addition to their services for transient boats, the marina also offers services to those anchored out. Rumor has it the marina may be willing to help out with transportation to local restaurants or shopping, or a phone call to your restaurant of choice may also yield a pick up. This is untested rumor on the author's part, though, but the Cruising Guide is usually spot-on!

offering

A well-marked channel, below, makes for an easy entrance, but don't cut the corners! From



green "7" to red "8" is a straight shot almost due south. Don't turn starboard on the WNW leg until past red "8a", keeping to the right inside the channel on past red "10" and "10a". Give it a minute or so past "10a" before pulling up into large bay. The most well protected anchorages are up in the NE and NW corner, but the surrounding land provides excellent protection no matter where you are.

Fishing Bay is a bit of a hike, but the seclusion, beautiful scenery, and well-protected waters are worth it for a weekend jaunt or as a perfect stop over on the way to points north.

Mike McCombs

A FEW DAYS AWAY:

May Chesapeake Trip

Gary & Meredith Coldren sailed up the Chesapeake on their Island Packet 31, "Lady Charlotte" with friends, Gary & Karen Stull on their 30' Ranger, "Nuance". 10-15 knots the first day pushed them quickly to Jackson Creek at Deltaville. Careful- you have to use the "s" shaped entrance. Through the first red and green buoys it looks like the next small red/green buoys to the starboard are on the beach, but you gotta use them. Good anchorage, but the anchorage to the port is better protected with a south wind.

Next day we mainly motored to Corrotoman Creek on the Rappahannock (2d creek starboard past the bridge). Careful here- the first red buoy is well out from the east spit, and hard to see against the land when you are coming from the east. Once past this first red #2, the buoys up the Corrotoman are easy to see. Watch for bald eagles nesting in this area. (Ospreys everywhere!)

Next day we sailed the Rappahannock to Urbana to berth at the Urbana Yachting Center. This marina is sort of run-down but adequate. Be sure to ask the depth of your berth- when we left, our friends with 5'6" draft on Nuance, were aground and had to winch out. Had a great dinner of soft-shelled crabs at Café Mojo. Nice town to walk around and other restaurants to check out on future trips.

Next three days we sailed Fleets Bay (watch your depths here- lots of shallows) and anchored at Antipoison, Indian, and Mill Creeks. Indian Creek was the only of the three with a marina for supplies, but you can get ice and fresh fish at Pride of VA Bait & Oyster on Antipoison Creek. Mill Creek was the most isolated, and, for that reason was our favorite.

Decided not to go to Reedsville, but with a great steady south wind, we sailed to Tangier Island and stayed at Parks Marina. (I think this is the only Marina in Tangier, and you have to call ahead, especially in the summer to make sure there is a berth available.) Mr. Parks, the 84-yr. old owner, was very helpful in getting us in with a continuing 15 knot wind. Tangier is a wonderful working town to watch the crabbers and fishermen come and go. Probably gets tons of tourists in the summer coming in on the ferries, though. Nice little museum. Great food (including soft shell crabs in the spring) at Lorraines restaurant. Also ate at the Chesapeake House- price is \$22 for an overwhelming amount of great food including crab cakes and crab fritters you can take back with you to snack-on on your boat or give to Mr. Parks. There are other restaurants to check out on the next trip. Mr. Parks warns you about staying well clear of the U.S. Navy range southwest of Tangier that is marked on your charts.

Tried to sail to Cape Charles, but the 5-10 knot south wind did not support us in getting there in a day's sail so we went back across to Deltaville and anchored our last night in Jackson Creek.

Great trip, great sailing! First time we were in the middle of the Chesapeake with no land in sight, and when the faster Nuance dropped over the horizon, we were alone on the Bay.

Gary Coldren

One of the very excellent sponsors for our Holiday party this year was Joe Copley (Diver Joe). His information is below:

Underwater Hull Cleaning

Joe Copley, Owner

502-9556 (C) 427-7017 (H)

MARJOE3@COX.NET

LONG WAY AWAY:

All,

My apologies for not being able to provide the tracking info for the transit to Bermuda. The system failed after only a couple of days underway, and has not been able to get a GPS lock since then. The plans were initially to get a replacement for the transit back, but the Bermuda govt has an incredible licensing structure for anyone selling radio equipment – to the point that nobody here will pay the license, with the result that essentially no RF equipment is available on the shelves. A dealer must pay \$1000.00 annually, just for the privilege to sell RF equipment so nobody buys the license.

By the way - right now, as I type this, I'm sitting in the yacht club in Bermuda, drinking a Dark and Stormy, and smoking what is the best cigar I've EVER enjoyed – brought to me by the courtesy of a great friend in Naples Italy. I'm sending a special note to him – with a request. Mike, I saved those cigars for this occasion – now the request ... you MUST tell me what kind they are because I NEED MORE :) I'm definitely going to more for us when we head for Tortola this fall.

I'm also sending a special note to another couple of friends – currently sailing in Mallorca Spain – thanks again to Juan, Pedro, and Maria for helping make my first sail to Bermuda a reality. I'm hooked. ☐

We departed Norfolk on the 8th, at 0700, intending to take advantage of the morning land-breezes instead of leaving in the afternoon and fighting the headwinds of a sea breeze. It was a good plan - we rolled out of the Chesapeake with the spinnaker pulling hard. The wind shifted (as expected) once we were in open water, but we cleared the bay on a good start.

The winds were good on the second day but the seas were aggravating while crossing the gulf stream. Normally there's a "pattern" to the waves whenever you're underway, but not in the gulf stream The seas were very "confused", so we never got into a rhythm on the helm or as a passenger. It was very bumpy, tough to steer, and we were glad to get across.

The third day was a GREAT day - with over 70 miles under the spinnaker, a GREAT ride. Late in the day we saw a wind-shear heading our way so took the spinnaker down. About 5 minutes later the wind hit I'm soooo glad we'd planned ahead since it would have been a bear to haul in the sail in the winds that came through.

As in past transits, we found a flying fish (dead) on deck – having leaped onboard sometime during the night. We also had a pack of dolphins playing on the bow for almost an hour while we had the spinnaker flying.

The fourth day we had zero wind - motoring all day on a glassy sea so smooth you could see your reflection in the water. The nice thing was that it allowed us to relax, get some (lots of) sleep, get some cabin cleaning done, showers - all those things that seem to get neglected when underway.

The 5th and 6th days were absolute butt kickers. After no breeze on the 4th, it was a pleasure to finally feel a slight breeze as the sun started coming up on the 5th day – but it never stopped building. As the wind was building, it was also shifting to the bow, and never stopped gaining strength. We were shortly reefed, then with a second reef, then the jib shortened, then down to a 3rd reef in the main, with 80% of the jib furled. We even took down the cockpit dodger to help reduce windage. The bottom line is that it took us 2 days to cover the remaining 120 miles, with most of it spent with winds up to 39 kts, dead on the nose. To add to the fun, the winds were carrying rain so heavy we

couldn't see 100 yards in any direction, with water flying horizontal - both from the tops of the waves, and the skies. I was stinging our faces to look to windward. What joy. We spent a LOT of time making 2 kts (or less) to windward.

We made it past the reefs surrounding Bermuda – and were glad to see the winds and waves ease as we approached the lee of the island - and even better once we cleared customs and were moored at the yacht club.

There were some "voyage repairs" needed on our arrival ...

- The compass light went out (fixed today)
- The autohelm failed on day 3 - we fixed it underway (had to remove the steering wheel) after literally watching parts fall onto the deck.
- The SPOT tracking system failed on day 2. This one was brand new, airlifted to us the day we got underway.
- The drum for the roller furling system broke in the final mile past the reef approaching Bermuda. (I'm having another one built here). What fun it was to take in the jib on a pitching deck that was going underwater on every wave we plowed into.
- The masthead light went out (tomorrows agenda)
- The cockpit table decided to disintegrate
- The hurricane lamp (primarily decorative) fell and broke the lens
- We "lost" two cell phones (wet) Actually mine was acting up for about a month before we departed, so it was just the last nail in the coffin.
- We lost a winch handle overboard

The plans are to finish the remaining repairs (we should wrap them up tomorrow), then kick back prior to departing back to Norfolk Friday morning. Sorry ... there'll be no tracking system onboard for the return trip – but we'll still have the satellite phone so will be able to report progress.

For the moment, I'm sitting on the upper deck of the yacht club here in St. Georges, drinking a “dark and stormy”, reflecting on the words of the Zac Brown band “Life is good today”.

John Bouma

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Racing NEWS . . .

Azalea Regatta results;

PHRF NS 1st; HALAHA, Jeff Rodgers
2nd; SURELY BOO, Dave Bettis
3rd; T TL SEA, Tony Bettis

Cruising 1st; STUDY HALL, Diana Hughes
2nd; PAX, Scott Nielson
3rd; ALLEGORY II, Jim Gordon

CRUISING NEWS ...A final cruise of the season

How about a one more cruise of the season? An easy one?
Where we can keep warm with our heaters if necessary? I am
thinking about a cruise over to Hampton City Docks and then
dinner in downtown Hampton?

When: October 29th

