



ANNUAL DINNER

NOVEMBER 13

\$25.00

The Mooring

5:00 p.m. cocktails

6:00 p.m. dinner

Choice of entrees

See flyer for details

Reservations required! Only fifty seats available at this year's annual dinner. Send your CHECK with reservations to NNSA, PO Box 262, Callao, VA 22435.



Commodore's Corner

Wow another year is almost gone!

And it's been a busy one. I would like to thank all the Board members for making the events happen and keeping us organized, informed and in balance. It takes a lot of effort to do it all. And thanks to all the club members who worked at the picnics, regattas, cruises, etc. I hope you have enjoyed the year and, if you did not have the opportunity to participate, I hope you can in the year to come.

The racing program has really added a new dimension to the NNSA and is gaining interest from others on the Potomac like St Mary's sailing school, CBYRA and the Barnacle Cup Sailing group from Breton Bay. Next year's prospects for increased involvement look good. I know Mike has good things in the works. And have you seen the Kinsale Regatta trophy Mark's son Daniel has made for us? It's a beautiful hand crafted work of art. It's

being kept at the Mooring Restaurant in the upper dining area on the fireplace mantel. There is a picture of it above, but you have to see in person to appreciate the true craftsmanship. It's hard to highlight all good things that have taken place this year. We have learned about shoreline protection and oyster cultivation. Diana Gadwill deserves a special thanks for organizing a silent auction at the last picnic that raised

HELP NEEDED!

SHIP'S STORE:

Looking for a sailor to be in charge of selling NNSA gear.



PRESS LIAISON:

Local papers will print everything we submit as a press release. Help publicize our organization and the good things we are doing. You know you've always wanted to be a writer!



**CALL BOB
McCHESNEY to
volunteer: 804-366-
1808**

Commodore's Corner, cont. from page 1

\$540.00 for Smith Point Sea Rescue, while the Kinsale Regatta raised \$540.00 for Smith Point Sea Rescue, while the Kinsale Regatta raised another thousand. Thank you everybody for your efforts and participation. In the year ahead we plan to have membership renewal and registration and payment for all events online through our web site. No more hunting for an envelope and stamp then going to the post office to mail it. We are also planning to make all picnics FREE for two people per membership. However we will need to raise the dues to \$ 35.00 to accomplish this. Another change that has been suggested by a

few members is to make the picnics BYOB. There is concern about the liability of providing alcohol and being able to prevent someone under the age of 21 from having access to it. We have also seen that at the end of every year we have cases of beer as well as wine and sodas left over that eventually go bad and are discarded. I hope you understand the decision to try this and don't find it an inconvenience. According to our Bylaws, the terms for officers are one year, but it has been a tradition for the Board to be in their positions for two years. Jan Richardson will not be able to continue as Treasurer next year; however, Lynn Malarz has volunteered to

take the position for the coming year. If anyone is interested in being on the Board, this is your opportunity. We will need a new Board for 2012. The end of the year dinner will be Saturday, November 13 at the Mooring Restaurant. This will be a chance to everyone to check out the Kinsale Regatta trophy and celebrate the great sailing season. I will hope to see you there.

Bob McChesney

Kinsale Regatta, v 3.0

This year the NNSA ramped up the racing with three events. The culmination of the year was the Kinsale Regatta on September 25th and 26th. Saturday had two races around the buoys and Sunday the boats ran a 10 nm pursuit race on the Potomac River.

There were 19 boats on the water on Saturday for the start of the race with good winds out of the SW at about 10 knots. Six of the boats came from across the Potomac on the Maryland side.

John McKinney aboard *Ten Ounce*, a Ranger, who crossed the line in just under one hour, won the first race on Saturday over the 4.0 nm course. Less than two minutes behind was Trevor Harney on *Audrey*, a Merit 25. In third was Dan Evan skippering *Gary*, an Irwin 34.

The second buoy race Saturday had the same first three finishers but in a different order. *Audrey*, in first, bested *Gary* and *Ten Ounce*. The standings after day one saw Trevor Harney in first with 3 points, John McKinney with 4 points, and Dan Evans with 5 points. Rounding out the top five were Woody Morris with 8 points and Craig Dingwall with 11 points.

Sunday dawned with a dozen boats ready to cross the starting line for the pursuit race. A good breeze at around 12 knots blew from the NE for a beat on the first leg of the 10.7 nm course. Boats started according to their PHRF rating with the highest rated boat crossing the line at 1000 hours. Woody Morris got a big jump on the competition crossing the line just after his start time with the competition lagging behind. Woody and Cathy on *What Boat*, a Hunter, held off the challengers and crossed the line in first place. Craig Dingwall aboard *Jairou*, a J24, came in second and Trevor Harney was third. Mark Rickey on *Capricious* and Eric Gregerson on *Valinor* held the next two slots.

Overall for the two days of racing Trevor Harney placed first with 6 points in the three races. With his win on Sunday Woody Morris jumped to second and Dan Evans came held on for third. Craig Dingwall was fourth and John McKinney held on to fifth place.

A great big thanks has to go out to JB and Jan for offering *Southern Belle* to be used as the committee boat for the three races. Port Kinsale Marina and The Mooring Restaurant were more than gracious hosts with great pizza on Friday night and a scrumptious pasta buffet dinner on Saturday. Owner Charlie Santangelo was up early on Saturday and Sunday with coffee for the participants.



JOIN JAN AND JB DOWN THE INTRACOASTAL WATERWAY TO WINTER IN FLORIDA ON 'SOUTHERN BELLE'.

After the NNSA Spring Cruise to DC, we decided to take 'Southern Belle' down the Intracoastal Waterway to Florida this fall. It has always been on our 'bucket list'.

So JB and I have spent the summer making repairs to 'Belle' and getting her in the best condition possible as she will be our winter home for about five months. Then there was upgrading insurances, boat towing, MTOA membership, finding our winter home port in Florida, and managing his business and our finances while away. It seemed the more we thought to do, the longer the list grew!

"But what are they going to do with Shadow and Bandit?", you ask. We are pleased to have found Rose Wood who will be living in our home and taking care of our dogs all winter. She loves the dogs and is a "clean freak"! In fact, she is the only one I have ever asked to clean my home and did it better than me!! She is starting a cleaning and dog sitting business. If you are interested, please call us and we will give you her phone number.

Our current departure date is Nov. 6 and we are scheduled to arrive in Daytona Beach, FL for Thanksgiving. I've already started a blog for our friends and family to keep in touch while we are gone. We will post photos and interesting stories about our journey. It also has a place for you to comment after logging into Google. Please do, as you may have questions we haven't thought about.

The blog address is: www.jan-richardson.blogspot.com.

We joined the Loggerhead Club and Marina which has 13 marinas in Florida and choose Stuart, FL as our winter homeport. It is the most elegant marina I have ever seen! Looking forward to keeping in touch with you. Should you like to visit, please let us know. There is a Best Western or the like nearby.

Jan and Captain JB



CRUISING FRENCH POLYNESIA
BY TOM MacALLISTER

We'd been talking about chucking it all, buying a sailboat and heading out to see the world, but this seemed like it would be a bit of a setback. We were sailing from Bora Bora to Taha'a in 20-25 kts with 15 ft seas. We were fine on port tack, but on starboard the 15 ft swells and their occasional bigger cousins hit us right on the beam, regularly dowsing the rail and sending whatever was not tied down flying across the cabin. We made it to Taha'a late in the afternoon as the sun was low on the horizon and called ahead to the Taravana Yacht Club, looking forward to tying up to a secure mooring and starting happy hour after a rather uncomfortable passage that took way too long.



The Moorings has a strict policy about being anchored an hour before sundown and we were cutting it close. We were told by Taravana in a thick French accent that they were overrun by a bunch of Germans (what did that mean?) and not only were there no moorings available, there was no more room to anchor. The next closest anchorage was on the eastern side of the island. We would have to thread our way through the coral heads and nestle up against the reef and it was increasingly likely that we would have to do it in the dark. There must be another solution. Well, there was one possibility. We knew the Hibiscus Café had free moorings for diners and that was about the same distance as the closest anchorage. Certainly, picking up a mooring ball in the waning light would be better than dropping the anchor and wondering if it set without a good point of reference – not to mention getting past the coral. The problem is that Hibiscus is the only place the Moorings specifically told us to avoid – bad food and unfriendly owner. We decided we could put up with just about anything to get a mooring and have a good night's sleep after the day's discomfort. We called them up and 4 of their 5 moorings were free, so we had a plan.

We arrived right at dusk as several other boats were coming in – as we would discover, a group of Aussies on a couple of big cats and 3 Brits who had purchased their boat in Spain the prior fall and had directly crossed to the Caribbean, passed the Panama Canal and recently arrived in French Polynesia. When we arrived ashore, we made our dinner reservations with Leo, the owner. The first impression was okay; his English was about as rough as our French, but we communicated.

Dinner was fantastic. They have one seating and it is buffet style. About 20 different freshly made dishes, including on this day a huge, freshly caught Jack that they had grilled with oil and herbs. The restaurant was packed and we were able to meet the entire family, a bunch of tourists from all over the world, as well as a number of locals who seemed to be invited to socialize and to help get rid of the impossible amounts of food. Leo turned out to be a great guy, personally spreading cheer from table to table and with the wonderful French wines the language barriers dropped and we learned many things from one another, including the fact that Leo's daughter was a former Miss Tahiti. Perhaps 50 years earlier he'd left his life in France for the adventure of the South Pacific. He married local and never looked back.

2010 has been a momentous year for us. We have been happily married 15 years and it was a significant birthday for Dipali during our trip (I'll let her tell you which). We decided to celebrate with 2 weeks in French Polynesia, spending a week doing a bareboat and then another week doing some scuba and more traditional touristy things.

The major charter center is on Raiatea, which is a short flight from Tahiti. It shares a lagoon (a big one) with Taha'a and I think many people just spend their time sailing around the lagoon to different places along the two islands. The obvious reason for this being the sailing center is that there are 5 islands that are readily accessible, but even then several of the passages stretch the limit of what can be done in a day.

Since we had only a week, we limited our itinerary to Raiatea, Taha'a and Bora Bora. We picked up the boat at the Moorings base and were the only ones there. We had ordered most of our provisions ahead of time, knowing that no grocery stores were nearby or even open on our arrival day. We were checked out within a couple of hours and we cast off looking for our first beautiful anchorage.

The first shock was sailing in a lagoon. It was very unnerving because this particular lagoon is full of coral. It took a while but we soon learned we could trust the very good navigation marks, the chartplotter and the depth gauge. We ended up on the east side of Taha'a at an anchorage with only a few other boats and we were so spread out that we never even saw anyone on the other boats. We spent the remainder of the day snorkeling and planning our next steps, falling quickly into the pattern of staying aboard – happy hour at sunset, transition to dinner, watch the moon come up while listening to the surf pounding the nearby reef that was protecting us until we are lulled to an early sleep.

The passage to Bora Bora was only exciting in that we watched the iconic volcanic peak slowly take shape ahead of us. Unfortunately, the winds that started at 5-10 calmed about half way there and we ended up using the iron genny the rest of the way. After threading our way through the reef, we made our way to the Bora Bora Yacht Club, where we met the owner who was going through a bit of a rough time due to a cyclone that had nearly wiped them out last year. Fortunately, the bar was in good shape – don't mind if we do – and so we did our own little bit of economic stimulus.

We spent 3 nights on Bora Bora and did two days of scuba diving with one of the local outfits. If you are a diver, this is a great place to do it. The huge mantas come into the lagoon and there is a cleaning station where they routinely come to have parasites removed from their skin. They are magnificent creatures. There are also lots of sharks, barracuda and too many different types of reef fish to count. We saw spinner dolphins one morning when we were heading out. They have this peculiar habit of launching themselves out of the water and spinning until they fall back in.

Needing to visit the other sailors' bar on the island, we headed down to Bloody Mary's, which is a well-oiled machine compared to BBYC. It was pleasant, but a little too slick for our tastes. They seemed to cater to the tourists who stay in the numerous high-end resorts on the island.



Of course, no trip is complete without some kind of system failure and ours was our chartplotter. It happened on the way to Bloody Mary's and we called Moorings who said a new chartplotter was being put on a plane and would arrive in the morning. We had planned to find a secluded anchorage out by the reef, but there was no way we would risk the coral without a chartplotter, so we spent the night on a mooring at Bloody Mary's. The next morning, our diving friends Gilles and Fred came to our boat to take us out for our morning dives and we arrived back just before noon. After only a few minutes back we noticed a small motorboat coming around the point and heading our way. It was our chartplotter. A young French couple who taught diving and sailing and did free lance boat repairs made quick work of it and our instrumentation was restored. Ruthlessly efficient!

By this time, we'd had enough civilization and so we headed out to a quiet spot away from everything and nestled up against the reef. There were 3 anchorages within site of one another, two each had one boat and the third, about a half a mile away from the other two, was empty: perfect. We set the anchor, started cocktails and migrated into dinner of grilled tuna with a bottle of Bordeaux – French wine is plentiful and subsidized as it is considered a basic human right!

This was a magical place. We watched the sun set over the reef and listened to the waves. Right at sunset a group of locals paddled by in their out-rigger canoes, a perfect addition to the ambience as they glided by silently. After the sun went down and the full moon came up you could hear drums off in the distance, no doubt one of the shows at a resort, but it added to the magical feel of the night.

After our less-than-ideal passage back from Bora Bora and our night with Leo, we headed down the east coast of Raiatea to one of the Marae. These were religious ceremonial places and this one was considered the most important in all of Polynesia. It is the place where the Polynesians set off to settle the islands to the north and the east, including the Marquesas and ultimately the Hawaiian islands. We picked up a mooring at the old Sunsail base, which is situated back in a river. Anchoring would have been a bad idea because of the depth and the bad interplay between the river current and the wind coming in and out of the volcanic fjord, so we were happy for the mooring. We dinghied down to the Marae and spent several hours wandering the extensive grounds and taking in some Polynesian history, which is limited because they had no writing and their entire culture was essentially destroyed with the arrival of Europeans -- but that's a different story.

We made it back to the boat with several hours of sunlight left, so we decided to take the dinghy and explore the river. We motored as far as we could and then got out the paddles. The jungle slowly closed in around us, so abundant with life that you could almost feel it weighing on you. As we moved further up the river we noticed a few hibiscus flowers floating by. After a while we became convinced that there must be someone putting them in the water. They eventually become so numerous that they created a floral carpet over the river. As we rounded a bend, we discovered an enormous grove of hibiscus trees overhanging the river. It was snowing hibiscus flowers.

Making our way back down the river, we slowly emerged from our trance to face the fact that it was our last night on the boat. Our normal routine played out, but was supplemented by gathering our belongings and preparing to return the boat.

We had a glorious broad reach back to the north end of Raiatea. We were now very comfortable with the tight spaces between the reefs. A perfect ending, but tinged with the disappointment of feeling that now we were finally getting the hang of it, it was over. At least we still had one more week in French Polynesia – a few days of diving on the monstrous coral atoll of Rangiroa (now one of our favorite places in the world) and easing back into civilization with a couple of nights at the Mo'orea Hilton in our own personal over-water hut -- more on that another time.



If you decide to go, there are a few things to consider:

French Polynesia is a long way away. We flew through LA from DC and then another 8 hours to Tahiti. It was another plane to get to the boat.

We are committed to the Moorings because we get consistently good service. There are several other good charter companies that share the marina with them.

Provision ahead of time. Grocery stores are closed on Sundays and have limited hours. Plus they will not be where you need them.

Depths are in meters, not feet. This took some getting used to and added to the initial stress with all the low numbers on the readout.

Be comfortable anchoring. Moorings are limited, though generally free when you can find one.

Rent a cell phone. VHF is unreliable in the area and no one monitors it anyway. We religiously monitor 16 and probably heard people using it twice the entire week.

Nothing happens fast in French Polynesia. But why do we care, we're sailors?!

**Northern Neck Sailing Association
Board Meeting
October 3, 2010**

Minutes

Commodore Bob McChesney called the meeting to order at 1:10 pm. Present at the meeting were Mike Geissinger, Bob Hibscheiler, Mark Rickey, Pat Hammond, Jan Richardson, Bill Krist and Bob McChesney. The meeting was held at the Port Kinsale Marina.

Bob Hibscheiler proposed that we have our end of the year dinner in November, and it was agreed that we would hold it either Saturday November 6 or November 13 at the Moorings restaurant. We would start with cocktails at 5 pm and then dinner at 6. Regarding the program, it was agreed we would have a presentation by on the Bermuda Race (Preparations, the Trip and Lessons Learned), by Mark Rickey and perhaps another speaker; Mike Geissinger will check on the other speaker's availability. Bob Hibscheiler will check with Charlie as to the Moorings availability and advise us whether the dinner will be November 6 or 1. He will reserve either buffet or fixed menu for a price of about \$25.

Pat Hammond is starting to prepare our next (and final for this year) newsletter, and will send an email to the members asking for items by October 15. She will include a note requesting nominations for the Board and recommendations for locations for our 2011 picnics. We tentatively considered that we two good locations might be the Thorne's and Rod and Polly Mercker's.

Mike Geissinger reported on the Kinsale Regatta. We had 19 boats race on Saturday and 12 on Sunday. The boats from the Chesapeake Yacht Racing Association reported that they thought this was an excellent event, and Mike will discuss how we might organize a racing series with them next year, which could include the NNSA becoming a member of CYRA.

We made a profit of \$1,267 from the Regatta; the trophy cost \$300 which gave us a net profit of \$967. We agreed that we would contribute \$1,000 to the Smith Point Rescue. In addition, we received \$425 in contributions with registrations, so the Regatta raised a total of \$1,425 for Smith Point. We also raised \$540 from the silent auction at the picnic at the Gadwills' home, which has been contributed to Smith Point.

Mike suggested that we consider using PayPal for future race registrations. In our discussions, it was considered that PayPal may also be appropriate for our other functions. Mike will check into PayPal to see if this will be effective.

Mark Rickey reported that to date he has been unable to identify a better insurance program than we now have. Mike Geissinger agreed to contact the Chesapeake Bay Yacht Association to see if they might have a program that would reduce our insurance costs.

Jan Richardson presented the Treasurer's report, which shows total expenses to date for the year of \$6,987.72 and total income of \$7,075.00 for net income of \$87.28. Our bank balance is \$3,726.39, which is just about the same as we started this year. For next year the Board agreed that we would drop the funding for sponsoring three individual's costs

in entering specified races, since there has been little interest in this; this will reduce expenses by \$750 next year. Jan also submitted her resignation as Treasurer, since she and JB will be departing for Florida for the winter at the end of October. In accepting her resignation, the Board expressed appreciation for Jan's hard work.

We discussed how to reduce the workload of organizing the picnics and agreed on several changes. First, we agreed that instead of the Club providing beer and wine, that people will bring their own beverages to future picnics. The Club will supply coolers and ice, as well as food. This will eliminate the need to save unused beverages and transport them to the next picnic. Secondly, we discussed raising the dues to include attendance at our three picnics at no cost. After discussion, it was agreed to raise the dues to include the cost of the picnics; the guest fee will be \$5 per guest. If we have any surplus from our picnics the funding will be used to reduce the cost of the annual dinner.

The meeting was adjourned at 3:40 pm.

Addendum, October 12, 2010: The Board unanimously agreed by email ballot to raise the dues to \$35, which will include the cost of attending the three picnics. This will greatly simplify the work of putting on our picnics.

Respectfully submitted,
Bill Krist



