



Blackbeard's Epitaph

Save These Dates:

April 6

Ensign Race #2

April 8

BOD @ 9:30

April 9

Easter Dinner @ 1:30

April 13

Ensign Race #3

April 20

Ensign Race #4

April 27

Ensign Race #5

May 6 & 7

Cinco de Mayo One Design Regatta



Blackbeard Sailing Club

In This Issue:

From the Commodore	1 - 3
Cinco de Mayo Regatta	4
Easter Dinner Blast Blackbeard	5
96% - A	6
Cruising Forward	7
Sailing from Aruba	8 - 16
St. Patrick's Day Gallery	17 - 19
Pre-Workday Cleaning	20 - 21
NYRA Invitational Regatta	22 - 23
Welcome New Members	24 - 29
Workday Photo Gallery	29 - 33
Pirate Net	34
2023 ICRC Calendar	35 - 36
BSC 2023 BOD	37
Website Launch & Map	38
Photo of the Month	39

From the Commodore:

Howdy Mates,

March has been doing its Lion/Lamb thing, perhaps a bit confused. But despite that, Spring has sprung!!

We conducted our semi-annual Workday on the 11th, with a threat of heavy rain which never really materialized, and 120 folks out to do their service for the Club. Many thanks to Mark Hittner for his sterling organization and management, aided by several folks who kept specific tasks moving forward to completion.

As a result, the Club's condition is ready for the new season. We all celebrated with the usual BBQ pork and chicken. Big thanks to George Hall, Bill Starr and Jeremy LeRay, and of course, Doug and Holly Grintz, for getting all that meat cooked. Pam Gaskill, Mary Hittner, and their team made consumption of the meal a pleasure. Thanks to all!!

BLACKBEARD'S EPITAPH

From the Commodore -Workday Pig Cook'n! (Continued from page 1)

On March 18th, the Club celebrated St. Patrick's Day with about 60 folks dressed up, and eating and drinking greenly, attending a beautifully decorated event. Many thanks to Joanne Doughty and her crew for the décor and atmosphere.

As of this writing, with the new upper limit to our membership, we are working to process all on our waiting list. Several members have been approved, and several others are in the active pipeline.

Also, Racing and Cruising seasons have started, with the NYRA Invitational held March 25-26. Check for both the Racing and Cruising schedules on the BSC Website Calendar.

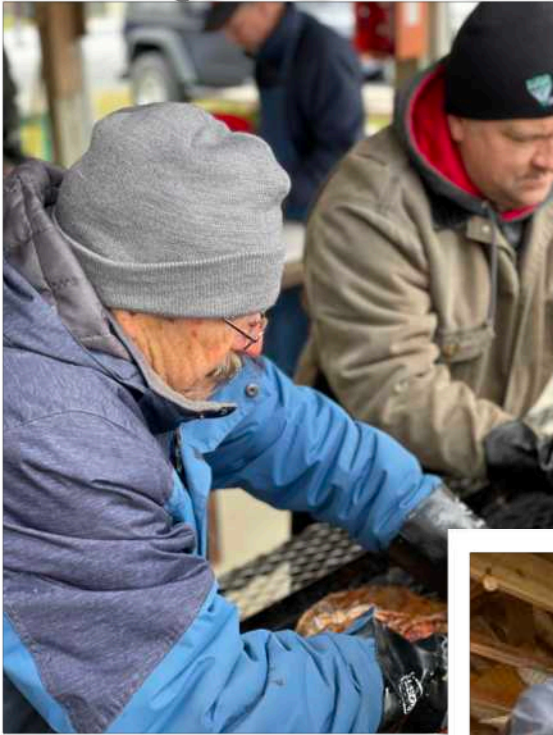
Let's go Sailing!!



BLACKBEARD'S EPITAPH

Workday Pig Cook'n!

(Continued from page 2)



BLACKBEARD'S EPITAPH

2023 Cinco de Mayo Regatta



The 2023 Cinco de Mayo Regatta is part of the Inaugural Clark Cup One Design Series. The Clark Cup consists of 3 stand-alone events: (1) The Cinco de Mayo Regatta (May 6-7); (2) The Blackbeard Spring One Design Regatta (June 10-11); and (3) The Blackbeard Gurganus One Design Regatta (August 26-27). Boats that compete in all 3 Regattas are eligible to compete for their Class Series Championship. Boats with classes of 5 or more will be eligible for the overall Clark Cup Trophy.

Early entry discount for the Cinco de Mayo ends **April 28th**,
with registration closing on May 3rd.

Go to: <https://www.Regattanetwork.com/event/26191> for the NOR

Wilkerson Memorial Regatta

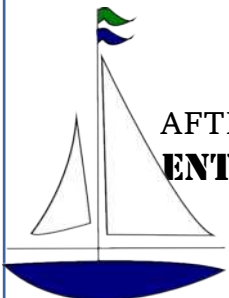
SATURDAY APRIL 22, 2023

AFTER-RACE GATHERING AND AWARD CEREMONY AT RED SAIL PARK
ENTRY FEE COVERS BEER, WINE AND AWARDS. BRING A DISH TO SHARE.

IT'S EASY TO JOIN THE FUN

1. GO TO FHYC.us AND UNDER THE RACING TAB YOU WILL FIND THE NoR AND SI INCLUDING THE REGISTRATION FORM.
2. FILL OUT THE FORM, INCLUDE YOUR \$15 ENTRY FEE AND RETURN IT TO:

AL LANG AT 907 OSPREY CT., NEW BERN NC 28560



BLACKBEARD'S EPITAPH

Easter Dinner gathering at BSC for all Members



Sunday, April 9
Time: Social 1:30PM
Dinner 2:00PM

Menu

Provided: Ham, Scalloped Potatoes and "Mary's Dinner Rolls"....
and your pot luck.

SIGN UP by notifying Deb Burrington

Text or call....315-351-9979

email at Pollockstproperties@gmail.com

1. INCLUDE ALL GUESTS in your count and please note number of children and ages so we can be prepared with an activity.
2. INDICATE IF YOU'LL BRING A VEGETABLE DISH OR DESSERT so we may balance the dinner and please bring enough to share with others.

We don't need help prior to dinner but we thank those in advance who are able to help pick up afterwards.

Hope to see you and Happy Easter.

Deb Burrington
Mary Hittner

BLACKBEARD'S EPITAPH

96% = A

I think I will have to give the BSC membership an "A" for completing 96% of their workday assignments. Thanks to all who showed up on a day that was a little damp, but turned out good enough to get the work done.

It is getting harder to come up with workday projects since two thirds of our docks are new, and we seem to be fully recovered from the interruptions of "Florence" and Covid. Not a bad position to be in, but give me six months and I will have a big list for this fall.

Thank you all, especially the cooks and team leaders, for a successful workday.

Mark Hittner, Vice Commodore



Campfire Competition - Michelle Moorman won second place in the campfire competition.



Locals and out-of-towners enjoyed each other when the work was done.

BLACKBEARD'S EPITAPH

Photo by Charlie Batchelor

Cruisers NEVER Sail to a Schedule, They Sail on Good Weather!

CRUISING FORWARD *by Scott Huddle & Jeff Tsai*

March Cruise Summary:

Thanks Scott and Jeff for planning the cruise to Clubfoot Creek.

It was windy for sure, and we reefed our sails. But with wind comes speed, and man, we got down there in a hurry. The entrance to the creek was easy to follow, and once inside, near the marina, anchoring was quick and held very well. Later in the day others converged on Vertical Wing, and the ensuing card game provided entertainment.

Although there is no cell service to speak of, word from "Jazz" came through that Sunday at noon would be a good time to be tying up at Blackbeard. Indeed, it was good advice. It rained at 13:30. Being prudent sailors, we managed a pump-out before returning to our slip.

The cruises provide camaraderie and support to get out there and spend a night on the water. With friends, one will find it easier and more fun.

Thank you Cruise Guides - Paul and Deb Mills.



BLACKBEARD'S EPITAPH

Sailing from Aruba

by Tom Garetson & Charlie Batchelor

The Sailing Vessel pictured below is an Amel Super Maramu. She is a 53' ketch, and her name is *Sammy-K*. Rian Conradie (red t-shirt below) is her owner and Captain. The crew to bring her from Aruba, on the southern end of the Caribbean Sea, back to the US and her new home port at Little River, SC is three BSC sailors, Charlie Batchelor (top center), Tom Garetson (lower center), and Joe Draper (top left).



Captain Rian grew up in South Africa, and although he grew up fishing in the ocean off the coast, he is somewhat new to sailing and has completed all 4 ASA Sailing courses. He and his wife Mary (who has also completed all 4 ASA courses) purchased his dream sailboat last March.

A friend of Tom's, Rian asked if Tom would be interested in helping to bring *Sammy-K* to America, to which Tom replied, "Yes, please.", and offered that

he may be able to find some other experienced crew to join. Charlie and Joe fit the bill as experienced crew, and were enthusiastic about the opportunity to sail such a nice boat on a "new to them" part of the Caribbean. Depending on the route taken around Hispaniola, initial estimated trip distance is 1400-1500 miles, with a stop in South Florida to clear Customs back to the USA. Estimated travel time is 10-15 days.

The crew arrived in Aruba on the 29th of November to get acquainted with Rian and *Sammy-K*, and help Mary, who had flown down to help get "the boys" ready for the voyage. After a test sail along the Aruba coast, with the crew setting both the main and genny in 16-20 kts breeze and boat speed was 7-9 kts, the vessel and crew were ready to go.

Day One, Thursday December 1, 2022

Awoke at 5 am in Aruba (4 am Eastern Time) with Mother Nature sending us a reminder to be aware of weather, with a brief but heavy rain squall and 25-30 mph gusts.



BLACKBEARD'S EPITAPH

Sailing from Aruba

Forecasted weather for the next 4 days is 15-25 kts from NE becoming E, which should allow for very few tacks on a NNE route to the Mona Passage, between the Dominican Republic and Puerto Rico to the east. Estimated time to the pass was about 55 hrs at 8 kts (a speed we would find to be a reasonable estimate for *Sammy-K*).

We decided on 6-hour shifts with a 3-hour rotation. This kept two crew in the cockpit at all times, and a fresh helmsman every 3 hours. The helmsman would stay on after their helm shift as support crew before going "off duty" when the next helmsman appeared. Shift hours selected were 2-8, 5-11, 8-2, and 11-5. Each crew member got 2 shifts per 24 hours, with the same times, one am start, one pm start. It worked out to be a very comfortable rotation for all.

We topped off water as a final prep step, and departed the marina about 10 am, heading first to the Customs and Immigration dock less than an hour south. Cleared customs around 1140 Aruba time, and the crew of *Sammy-K* headed for the SE corner of the island (and only about 15 miles N of Venezuela) to round and head north. Unexpectedly, we were greeted with a 2 kt current against us; this counter-current theme would become common on this passage. We rounded the corner and headed north around 2 pm and settled into our shift assignments.

We had rechecked the weather forecast with Iridium satellite connection to a Predict Wind forecast link. The Windward Passage around the West side of Hispaniola, which was the alternative route, was forecasted for 30-35 kts for two days. We decided we wanted no part of that and headed northeast for the Mona Passage.

Ten miles out, and the seas had been quite "confused" all day with no rhythm. Despite the conditions, the miles logged for the first 24 hours of motor-sailing around the island and on a close reach North were very close to 180 nautical miles, with boat speed from 7-9 kts. Navigation instruments showed a 1 to 2 knot current against us on this side of the island too.

The only incident on our first day was the dinghy tied on deck came loose after rounding Aruba and northbound, so Tom went out on deck and retied.

Photo below shows us rounding southeast corner of Aruba at 14:11 in 13 kts TWS heading 13 degrees at 8 kts...we're on our way,



BLACKBEARD'S EPITAPH

Sailing from Aruba

Day 2

Charlie awoke to his duty time with true wind around 22 kts, and seas 10-12 ft. Seas were now very confused, and occasionally we would drop into a 10 ft hole, and waves would slam the hull with great force. We were close-hauled on starboard tack. It would stay this way for the next two days. (In fact, on the passage we were only on port tack twice, up through Mona Passage to NW corner of Puerto Rico, and leaving Miami to north Bahama Banks. Such is Caribbean sailing.) The Day 2 running total trip was 378 miles over water.



Day 3, Excitement Day

Tom recovered from his bout of seasickness, while the Captain was much improved from his, unexpected and very frustrating considering the offshore experiences of his youth, battle with it. Charlie and Joe were fine the whole trip.

Still averaging around 8 kts, and weather partly cloudy, temp around 80 and wind still NE at 18-22. *Sammy-K* is still heading north on a close reach towards the Dominican Republic, trying to get as much easterly as we can as the Mona Passage is still to our east. Sometime in the wee hours, the Captain was persuaded that we should tack to the East on a port tack to avoid any potential wind issues caused by the DR mountains. We had tried that tack earlier in the day and could not get above 100 degrees. We rejected the resulting southerly direction of this maneuver, as we were still a hundred miles south of DR.

When the boat is tacked, the Captain likes to furl the Genny (like the in-mast main furler, outhaul, and the sheet winches, the genoa furler on *Sammy-K* is electric) to keep the sail from dragging across the hard structures that support the rigging. Well, the electric Genny furler had quit working during our tack to the East, but the tack was still completed. All will be ok till daylight.

Later in the day after lunch, the wind dropped to 10-15 kts. It was agreed that this would be a good time to get the necessary tools and a voltmeter and go forward and check out the Genny electronics and motor. Charlie was at the helm and put us heave-to. Tom and Rian tethered in on the bow to see if they could repair the non-functioning furler. Hove-to was a nice change of pace from three days of slamming and leaning at 7 to 9 kts, until all hell broke loose with distress alarms going off everywhere on the boat! VHF and chart plotter MOB just a-flashing. We finally figured out after a couple minutes it was us...*Sammy-K* sending out the distress signals. How do we turn them off? Then Joe and I figured the pfd Tom was wearing had a manual/water activated MOB device that was triggered. We got Tom back to cockpit, and then tried to deactivate it. It was not easy to figure out, but we finally did. Next Charlie

BLACKBEARD'S EPITAPH

Sailing from Aruba

and Joe had to figure out how to stop VHF radio and chart-plotter alarms. VHF was pretty easy, but the Raymarine Axiom 12" chart-plotter was more difficult, but finally, success. All was now back to calm. This lasted probably 10 or so minutes, but felt longer.

Now back to the Genny electric winch - no voltage. Rian had subscribed to an international Amel Maramu maintenance and support program. It proved to be an excellent resource for a "new to me" boat situation. After looking at the extensively detailed manuals provided by the group, no clear schematic of the bow furler electricals was obvious. This program also includes phone support. Rian texted his wife Mary via the Iridium Go, and she conveyed the issue to Bill, the Amel Super Maramu expert. We had answers in less than 30 minutes - three things to check. On the third item, bingo! There was a breaker in the forward head that, at sometime during the pounding in the heavy seas, had been tripped.

All is well again. Now back to sailing...well, not exactly. During all of this, a large matte grey patrol ship shows up and is heading towards us. It shadowed us for about 15 minutes, so we could then see that it was the Dominican authorities and it was stopping us. At this point, we are approximately 50-60 miles south of DR. After 20 minutes of questions in broken English, Rian assures them we are not in distress, or a boat stolen from Aruba. This took a little convincing as we were still flying the Aruba courtesy flag, were registered in Denver, Colorado and headed to South Carolina! They shadowed us very closely for another 10 minutes and then again ordered us to "STOP THE BOAT". We had been motor-sailing and turned off engines, forgetting that we were still moving with the sail. Oops! At least another 10 minutes of the same questions and answers, then "OK" you may go on. This time they turned south and disappeared. We changed flags and sailed on. "ATILLA" was the name on the patrol boat. Very nice sunset that evening as the crew ate dinner for the first time (cold pasta salad). Until now, the crew had been snacking on their own.



BLACKBEARD'S EPITAPH

Sailing from Aruba



Day 4, Miracle Day

Wind shift to the NW came in as predicted and allowed us to round up and sail swiftly up the center of Mona Passage on the much calmer seas, and everyone on board can more safely take a shower. Captain comes on deck eating a bagel (crew relieved that he seems recovered now). There were some small squalls in the afternoon.

Good dinner prepared tonight. First time the crew feels like a celebratory beer is warranted with a hot meal, smoother passage, successful repairs underway, and a fortunate wind direction change at the right time.

Day 5

96 hours since departure and total running miles is 690 (over 170/day). After going east across the Mona Passage, we finally are able to turn to the West off the NW coast of Puerto Rico heading toward the NE corner of DR. Back to a starboard tack, but now NW wind on our nose, and current is shown to be against us too, so we motor-sail to keep a 306-degree heading to clear the NE coast of DR. Wind shifts more northerly in the afternoon.

Tankers, cruise ships and cargo container ships were observed frequently for the rest of the trip. "Observed" via AIS, and sometimes beyond sight with the naked eye. AIS targets projected on the chart-plotter proved to be very comforting technology. Once advised that we were under sail power, the large vessels gladly altered course.

Day 6

Miles continue to pass as we reach 869 over first 5 days. Wind was now N at 16-20 kts. Unknown and very loud audible alarm around 230 pm. Back to the extensive manual and the 24/7 support resources. The cause of this alarm was never really determined. It went off, but not directly due to anything we did. Alarm came on with engine running, so boat's systems from engine temp, and oil, transmission temp and oil, raw water-cooling sources, bilges, etc. were checked and all were fine.

Day 7

Mileage at conclusion of 6 full days is 1053...average per day 184. Another alarm day while motoring. Captain figured out how to shut it off, but not what has caused it yet. Crew was happy with chili and another beer.

Squall caught us at 2 am with gust to 34 kts and a five-minute burst of boat speed to 11.1 kts. Charlie was at the helm and quickly switched autopilot to standby. He steered into wind while Captain Rian reefed genny, main, then mizzen sail in that order in less than 3 minutes. Wind from NE, blowing anywhere between 8-19 on our beam. At one point the crew observed an interesting phenomenon, as for

BLACKBEARD'S EPITAPH

Sailing from Aruba

about 15 minutes, *Sammy-K* was doing 8 kts in only 8 kts of wind. Our heading was now about 280 degrees as we head over the top of DR then Haiti staying below the Bahama Bank

Day 8

Three days from landfall and Customs and Immigration check in at Miami.

Accumulated mileage after seven days at 1256, following an exceptional day, 203 nm (234 statute), all under sail. Another beer with dinner as we celebrate the great progress on this day.

Wind again averaged 14-20 ENE as we hold an average heading of 290 degrees.

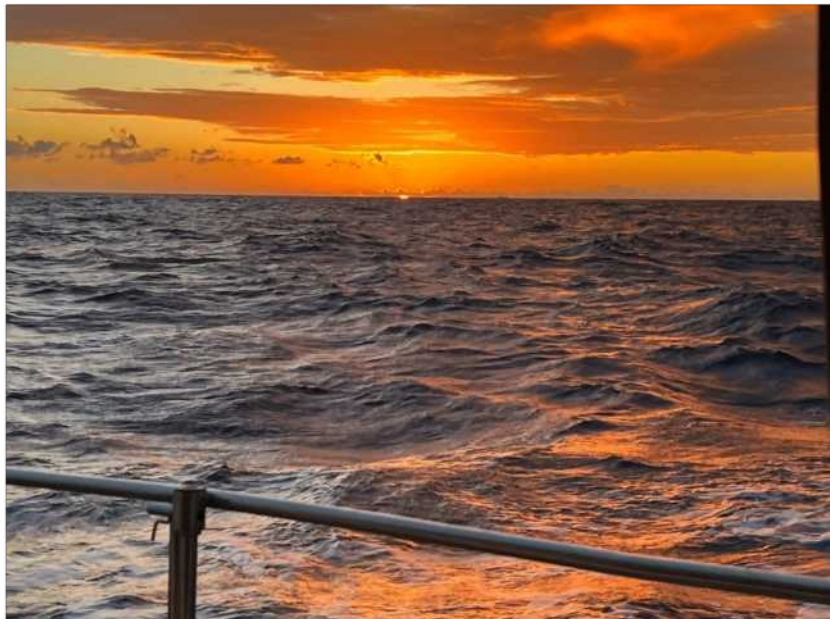
Achieved our highest speed of the trip at 12.7 kts, which we held for almost 15 seconds.

Day 9

Accumulated mileage now at 1459 as we go 203 nm on back-to-back 200+ days. This time it's a 2-beer celebration day! Started fishing today with two lines (one pole, one hand) off the stern.

Another nighttime squall surprised us at around 3 am with gusts to 34 kts. Radar remained on every evening thereafter.

Very nice, long-lasting winter twilight where the tangerine pastels faded to light blues and then to indigo darkness. The moon rise was a pumpkin red.



Life is good...still in shorts and t-shirts. However, temperatures have begun to chill at night in the last day or so.

BLACKBEARD'S EPITAPH

Sailing from Aruba

Day 10

Land ho...approximately one hour into the daylight, Miami skyline appears. Because we could get some occasional cell signal, we were able to make contact and meet fellow BSC-based vessel *SV Borealis* (Glen & Michelle Sikes) in Gulfstream for a sail by before getting back on course to Miami to clear in. After some technical frustrations, we cleared CBP Customs and Immigration via the required use of the CBP ROAM App by 1630.

Went from original plan of a quick 3-hour stop at the marina, to an overnight stay and dinner at Bayside Marketplace in downtown Miami.



City lights of Miami

BLACKBEARD'S EPITAPH

Sailing from Aruba

Day 11

After some further provisioning, we departed Miamarina around 1215 and were back offshore sailing by 1 pm. Light wind averaging 5 kts from north. We set our next waypoint to Little River, SC for *Sammy-K's* next home port. Distance was 490 nm.

Wondering what we ate? We ate "good". We had pre-made bowtie pasta salad, vegetable stew, and chili. In addition, we prepared underway, pasta dishes with Alfredo sauce, ground beef and marinara sauce, chicken tenders, and more. We also had a bountiful supply of snacks including baguette rolls, cheese & ham for sandwiches, cookies, apples, oranges, and trail mixes. We did not go hungry.

A lot more boat traffic now seen on AIS as we joust with them while getting into the Gulfstream to help take us north.

Day 12

Winds shifted west after midnight allowing us to clear Bahama Banks while headed NE, and no more tacks as we set heading to about 355 degrees to a target waypoint (BTW) at 005 degrees. Life is again good. Heading north to home. At 945, we are less than 400 miles to go.

Finally a fish on the line after 4 days trying. Captain hauls in a nice bull mahi dolphin. Definitely another reason to celebrate at a dinner of sautéed Mahi Mahi with lemon and a little white wine.



Day 13

Big squall hit again while Charlie was at the helm, but this time with Tom on shift. Winds again in mid-30s and boat speeds over 11. After squall passed, CB & TG tried to abide by Captain's desire to motor as little as possible (he was asleep next to the engine) and sail back to our heading, but wind wouldn't allow it (none followed by a little from the wrong direction). Engine back on for motor-sailing. This time for just a couple of hours, before weather settled and we could return to sailing.

Day 14

Excitement of the day on the final leg was that the chart-plotter details *disappeared* north of Charleston. Chart still looked like it was working until you tried to zoom in for details, and none emerged. Crew and captain had Navionics and Aquamaps installed on phones and tablets, which were used for navigation for the rest of the trip.









BLACKBEARD'S EPITAPH

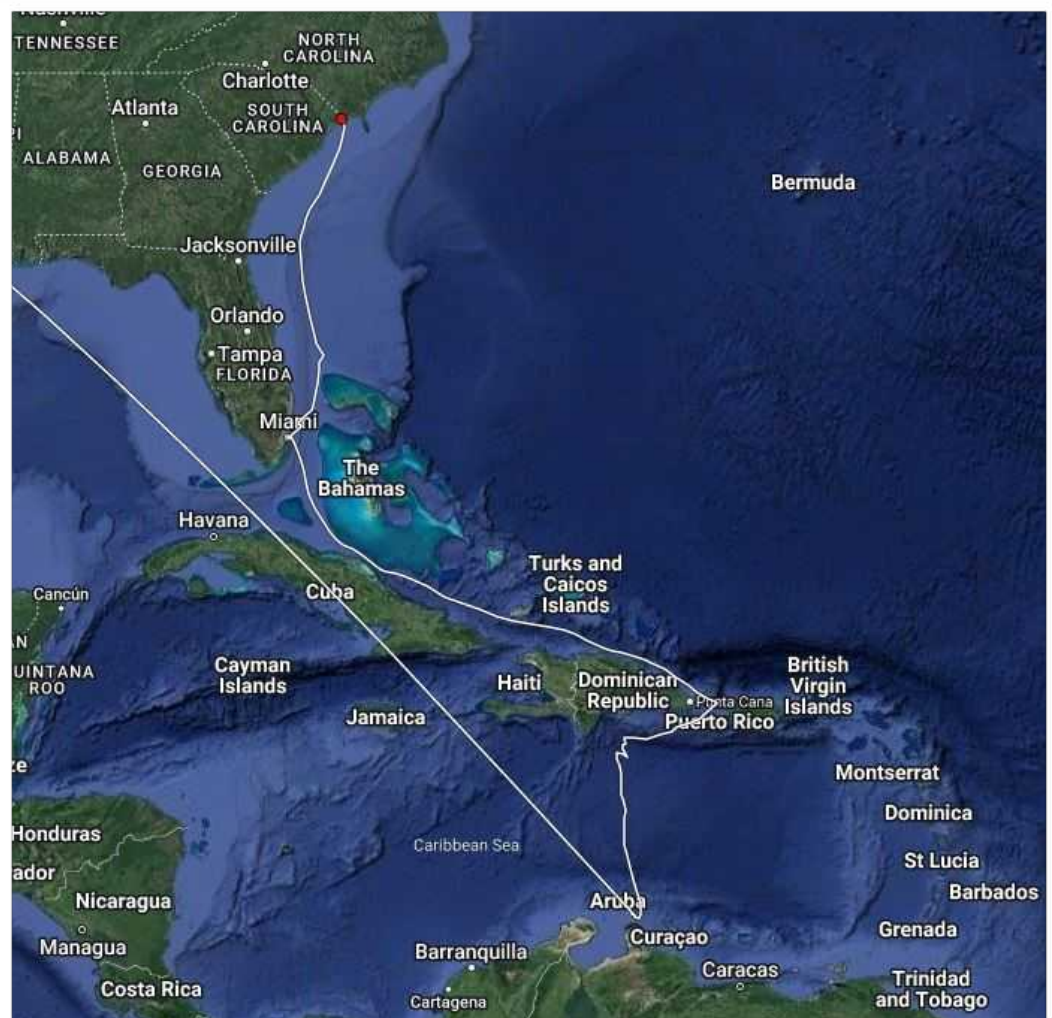
Sailing from Aruba



Arrival at Little River Inlet at 0230 am. Captain had a previous track into inlet on his tablet. Charlie was busy spotting navigation markers as we slowly made our approach and passed through the inlet to the ICW, and finally to the marina where a slip was awaiting our arrival. The inlet had been dredged in the past year, which we could see as the shallowest depth we saw on the gauge was 9' at the turn into ICW.

We arrived just after 4 am on Thursday, December 15th.

-  Ignore the straight line between Denver, CO & Aruba
-  Above track courtesy of Predict Wind and Iridium Go
-  Total distance travelled per boat's navigation instruments - 2,204 nm
-  Total travel time - 13 days, 17.5 hours (329.5 hours), of which 309 hours at sea
-  Average speed while on water - 7.1 knots
-  Highest sailing speed - 12.7 knots
-  Most miles travelled in 24-hour day - 203 (twice)
-  Total Engine hours - 62



BLACKBEARD'S EPITAPH

St. Patrick's Day Party



BLACKBEARD'S EPITAPH

St. Patrick's Day Party



BLACKBEARD'S EPITAPH

St. Patrick's Day Party



BLACKBEARD'S EPITAPH

Pre-Workday Cleaning Crew...Extraordinaire!

Every year, just before "workday" a group of dedicated volunteers, led by Susan McCrocklin, clean, or perhaps I should say "super-clean" the entire Clubhouse. Not only do they scrub the kitchen, but all the furniture and cushions as well. We owe these volunteers a real hearty thank you.



Photos by Susan McCrocklin

BLACKBEARD BRITAPH

Pre-Workday Cleaning Crew... Extraordinaire!



Photos by Susan McCrocklin

BLACKBEARD'S EPITAPH

NYRA Invitational Regatta

By Eddy Parker

I got a call from Stephanie asking if I would be PRO for the NYRA One Design Regatta, since both Bill and Ray, our usual PROs who do a fantastic job, were not available. They are obviously great weather prognosticators as it was far from ideal conditions for racing - how did they know? Saturday's forecast was for strong winds gusting up to 30 knots, and Sunday's forecast was for very light winds, except in thunderstorms.

The strong winds on Saturday kept some of the competitors away, but we had three boats in the Navigator Class, which sails a medium distance race using government marks, but only one boat showed up for the windward/leeward racing. The winds were not shifting very much, so setting a course was pretty easy. The Navigator Class had a 12-mile course, and we set up a one-mile windward mark for the sole boat racing in Jib and Main class. Winds at the start were 17 gusting to 22, but after 20 minutes of racing laid down to a modest 12-15 knots.



Sunday was the complete opposite of Saturday, but at least it was warm, right? The winds were forecast to be around 3 knots from every direction. Everyone was racing a medium distance race on Sunday, so we set a 6-mile course and hoped for the best. We had two boats in Jib and Main, and one boat in Spinnaker for the day, so there were at least a few more people racing. The race started in 3-5 knots of wind, so everyone got off to a good start and made it to the first weather mark in good time, but shortly after the last boat rounded the mark, the winds got very light. Storms were predicted for the afternoon, so we motored up to the windward mark to shorten the course and hoped people could make it the three miles to the finish line. Did I mention storms were predicted for Sunday?



When you race, you go out in varied conditions and must learn to make your boat move in those conditions, and Sunday was turning out to be a challenging day in that regard. The two San Juans were making decent time up the river, but the heavier boats were struggling to keep moving. Then the lightning started. The Navigator Class called in to say they all agreed to finish in place for scoring purposes and started their motors to try to beat the storms

home. The racing fleet continued racing and the two San Juans finished before the storm hit. There was a lot of lightning and, as winds are wanting to do in storms, they were coming from all directions,

BLACKBEARD'S EPITAPH

NYRA Invitational Regatta

making sailing dangerous and difficult. After a bit of that fun, the last jib and main boat agreed to finish in place, and we all had a very wet and wild ride back to the dock. Ed Thompson won the Navigator Class, Margaret Alexander won Jib and Main, and Mark Weinheimer won the spinnaker class.

As usual, there is a lot of organizing and work that goes in to running a regatta, so a special thanks to Vern Buckl for the use of his boat for race committee, and Stephanie Davies and Clare Brock for their work organizing the regatta. They ran the press gang to get volunteers to run the races, run mark boats, order the food and all the other logistics that go with racing. Without the volunteers, none of this would happen.

Photos are courtesy of Chris Davies.



Vern Buckle's *Rumi* - our Committee Boat



Joan Willson accepting for Ed Thompson - 1st place Navigation



Margaret Alexander and LuAnn Parins - 1st Place Non-Spin

BLACKBEARD'S EPITAPH

Welcome New Blackbeard Members

Ken & Erin Gasch



Ken and Erin Gasch have lived in Durham, NC, for 22 years. Their boating lifestyle started with an abandoned canoe, followed by a homemade dinghy, a Hobie 16, a Sunfish, and then a MacGregor 26. Their son, Winston, arguably the best sailor in the family, and his sister, Tate, loved learning to sail at Scout camp. Ken learned alongside them and has now read every book and watched every documentary on the topic of sailing. The Gasch family was very pleased and grateful when Winston's scoutmaster offered to give them his Pearson 33-2 that he was ready to send along to a good home. They've enjoyed restoring her and customizing her for the past three years -- quite the Covid distraction!

Ken would rather be sailing than doing just about anything else, while Erin is more of a fair-weather sailor who likes sunny days and pretty sunsets. Their kids, now a freshman in college and junior in high school, indulge their parents with periodic trips to the marina. Ken has a ready crew of friends who like to join him for racing, and he enjoys introducing new people to the joys of the high seas.

When he's not sailing, Ken is a licensed general contractor specializing in historic homes. Three of Ken's projects were recognized by Preservation Durham as award-winning contributions to preservation efforts in the city. Erin is a senior leader at Duke University, where she has worked for 19 years.

The Gasch family lives in Durham's historic Cleveland-Holloway neighborhood in a 1907 Queen Anne that Ken restored. They have two dogs, one who likes the boat and one who finds it torturous. They are members of St. Philip's Episcopal Church in Durham where they are both active volunteers. Ken has been trying to get in good with the new rector by inviting her husband sailing, but he has yet to accept the invite.

BLACKBEARD'S EPITAPH

Welcome New Blackbeard Members

Jim Hamilton

My name is Jim Hamilton. I am 64 years old, and I was born in Ridgewood NJ. I lived in NJ until late 2022 when I made Trent Woods my full-time home. I had been coming to New Bern for over 20 years to see family. I graduated college in 1982 with a BS in Marketing from Southern New Hampshire University. I have worked in the packaging business for most of my career. I still work, as I like what I do.

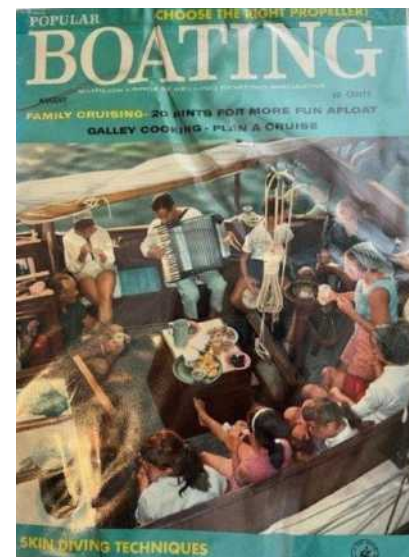
I grew up as a sailing baby in the early 1960's. My grandfather's boat was on the cover of Boating magazine in August of 1959. A 28' Catboat that we raced most weekends in New England. Nantucket, and Marthas Vineyard. These were our regular stops before money changed everything. The boat's name was CALYNDIA, and is currently for sale in Maine. My daughter found it, and went on the boat on the hard in January of 2023. She brought her son on the boat, and that was the 5th generation on Calynda.



Sailing, and Boating has been in my blood/DNA since I was about 1. My first great boat experience was when my grandfather let me take the skiff by myself back to the dock for additional supplies and people. We had a small sunfish type boat to learn the basics of sailing on our own as kids.

I have rented several sailboats over the years in the Chesapeake, Newport, and New England. I have been to the BVI's 8 times on a friends Lagoon 52 catamaran as good Gilligan's get invited back often. I have done a 10 day trip from St. Lucia to Grenada, and a 14 day trip through the Bahamas. I helped deliver a 65' trawler on a 52 hour passage from Charleston to Ft Lauderdale with three on board. I have had a power boat on a Lake in NJ for over 20 years. I currently have a 22' Monterey power boat at River Bend. Last year I got a chance to race with Tom McKnight and Charley Bratton and I was hooked again to own a sailboat. My neighbor and I just purchased a 1993 Catalina Capri 26 that we are updating, and getting ready to splash in April.

My hope is to get involved in the Blackbeard's, and Neuse River sailing community. I look forward to new friends, and involvement in the supporting the needs and direction of Blackbeard Sailing Club.



BLACKBEARD'S EPITAPH

Welcome New Blackbeard Members

Mitch & Nicole Johnson



Greetings! Over the past few years, I have had the opportunity to see what a great club Blackbeard is and have met several members through visits with my father, Don Johnson, a current member.

I grew up in Apex, NC and currently live there with my wife and our three kids, aged 3, 7, and 10. Following high school I joined the Navy and spent 6 years as a nuclear trained machinist mate (aka mechanic) on the USS Hartford, a fast attack submarine stationed out of Groton, CT. After the Navy, I got an engineering degree from RPI in Troy, NY where I met my wife. We eventually ended up in Wilmington, NC where I got a job working for General Electric. We recently relocated back to Apex and I continue to work for GE as a mechanical engineer, primarily involved with the design of new nuclear power plants.

When I was born, my parents were living aboard a 46' steel sailboat that my father had built, but they sold that boat when I was a few months old. I didn't have the opportunity to try sailing until around 10 years ago. At that time, I began sailing with my father on his boat at Blackbeard and crewing on a friend's dinghy sailboat at Lake Waccamaw Sailing Club. My father completed construction of his home-built Farrier F-22 trimaran a couple of years ago and sold me the Corsair F-24 that I currently own. I also own a Tanzer 16. I've enjoyed sailing along the Neuse and throughout the Pamlico sound and hope to have many more adventures in the area while increasing my sailing skills. Blackbeard is a unique organization and I look forward to getting involved with the club and helping to maintain all it has to offer.

BLACKBEARD'S EPITAPH

Welcome New Blackbeard Members

Christian & Katie Savelli



After her family moved from Chicago to St. Thomas, USVI, when Katie was seven, her life on the water was often viewed from their little Sunfish. Her family often spent time sailing onboard the larger sailboats of friends. She spent most weekends in her teens sailing on a trimaran and a couple of weeks sailing Down Island to Anguilla. During summer vacations, she would visit her father in New York, where she would sail on his sailboat at a sailing club on Long Island.

Simultaneously Christian was growing up in Grenoble in the Alps and sailing on skis in the mountains and the Mountain Division in the military. He began his sailing adventure after marrying Katie and moving to St. Thomas where he spent his first three months bringing back to life a 37 foot sailboat, refinishing interior and exterior wood.

We began racing on the same boat with a well-seasoned captain-races around the island and to St. Croix. Eventually we bought a Freedom 32 and lived on it for two years after spending three months refinishing the wood.

Then our two daughters came along a couple of years apart. Devastating hurricanes hit St. Thomas over a couple of years. A move away from the Caribbean made sense. So, all our previous sailing experience amounted to not sailing with any regularity in more than 25 years and both of us feeling pretty rusty.

We are excited to get back into the sailing world and are happy to have found Blackbeard Sailing Club! We look forward to participating in events, getting our sea legs back, and making new friends.

BLACKBEARD'S EPITAPH

Welcome New Blackbeard Members

Johnathan Wimbish

My name is Johnathan Wimbish and I am a Senior Mechanical Design Engineer at Xylem, a global water tech company in Raleigh NC. I graduated from NC State with a Mechanical engineering degree in 2014.

During my time in school I enjoyed partaking in the university ski club as well as visiting my parents to go sailing at the Lake Waccamaw sailing club. They had a 22' MacGregor that was a great introduction to sailing for me. Since then my parents purchased a 37' Tartan with the intent of completing the Great Loop, but ultimately decided to cut their adventure short to enjoy their retirement in Arizona. They were gracious enough to offer the Tartan to me though, and I'm eager to begin becoming more proficient at a versatile hobby that can be shared with my girlfriend Isabel.



Sherwood & Stephanie Winders

Hello, our names are Sherwood and Stephanie Winders. Sherwood is 65 years old, will be 66 on March 12 and Stephanie is 52. Yep, that's a 13 year old age difference and we will celebrate our 29th wedding anniversary in December. We are both from Wilson, NC but live in Goldsboro, NC. Sherwood retired from UNC Health Wayne after 35 years of service as a microbiologist. Sherwood graduated from Atlantic Christian College in Wilson, NC. Stephanie is a critical care nurse, who is now the supervisor of Cardiopulmonary Rehabilitation at UNC Health Wayne. Stephanie has been a nurse for 30 years. She graduated from East Carolina University in Greenville, NC. We have 2 wonderful daughters, Annsley who is 26 and will be getting married to Justin, her fiance', October 7, 2023. They have



BLACKBEARD'S EPITAPH

Welcome New Blackbeard Members

Sherwood & Stephanie Winders (continued)

been dating for 6 years and we can't wait to celebrate their wedding! Annesley is a research project leader with Duke in Durham. She works remotely and lives in Goldsboro. Our youngest daughter, Abbey, is 22 and she lives in Bluffton, SC where she teaches high school English at Beaufort High School. Both of our daughters are also Pirates and graduated from East Carolina University, just like their Mom. GO PIRATES!!!

Our passion for sailing started while we were dating. We rented several sailboats, had friends with sailboats and finally bought one of our own in 2005, which was a Hunter 32. We kept this sailboat for only 3 years due to the girls' extra curricular schedules getting really busy. We missed sailing terribly! We talked about buying another boat, just never put it into motion until Sherwood retired and now here we are...the proud owners of a Beneteau 35.5! Sherwood and Charlie will be sailing the boat from Maryland to NC early April.

Our hope is to get involved with the Blackbeard sailing community and meet others with a passion for sailing. ARGH!

Workday Photo Gallery by Chris Davies



BLACKBEARD'S EPITAPH

Workday Photo Gallery by Chris Davies



BLACKBEARD'S EPITAPH

Workday Photo Gallery by Chris Davies



BLACKBEARD'S EPITAPH

Workday Photo Gallery by Chris Davies



BLACKBEARD'S EPITAPH

Workday Photo Gallery by Chris Davies



BLACKBEARD'S EPITAPH

PirateNet Wi-Fi at Blackbeard

by Reid Serozi

Update your Devices

Update your Wi-Fi connection during your next visit to the Club. We have tried to make it easy to connect to a single network name. Look for an informational sign posted in the clubhouse for Wi-Fi network names.

C Dock Wi-fi Update

We have had a rough start with providing Wi-Fi at C Dock and continue to have no Wi-Fi available there. Please know we are trying our best and will continue to work on the problem during the month of March.

Wi-Fi Support

We want to extend our gratitude and appreciation for years of service to Drew McCrocklin, who had the vision to ensure club members had Wi-Fi available at BSC. Moving forward, Drew is taking a step back from Wi-Fi support and passing the torch on to the new and salty PirateNet volunteer committee. Going forward, please contact the PirateNet volunteers for all Wi-Fi issues. Look for signage posted near the office in the clubhouse to assist with support details. Thank you again to Drew for years of service.

Volunteer Help - Join PirateNet!

Do you have a computer and tech background? We are always looking for volunteers to join the PirateNet Team to support Wi-Fi at the club. Contact Reid Serozi, reid@serozi.com or 919.807.1878

PIRATE NET

for Sailors

Network: PirateNet

Ranked most reliable

Network: PirateNet_5G

Ideal for streaming

Network: Club House

Dedicated for meetings & events

Need Help?

PirateNet is operated by a band of volunteers. Scan the QR code to report wifi problems.

BLACKBEARD'S EPITAPH

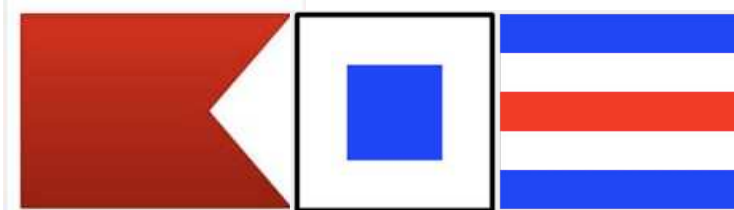
2023 RACE SCHEDULE

Provided by Inter-Club Racing Committee

Final 12/23/2022

Date	Day	Club	Event	PHRF	Ensign	SJ21	Sunfish	Other	Location
Apr 9	Sun		EASTER						
Apr 22	Sat	BTS	NCSU Collegiate Regatta					FJ	Oriental
Apr 22	Sat	FHYC	Wilkerson Cup Regatta P	X	**	**			New Bern
May 6-7	Sat-Sun	NYRA	Cinco de Mayo One-Design Regatta #		X	X	X	X	New Bern
May 14	Sun		MOTHER'S DAY						
May 20	Sat	FHYC	John Walsh Memorial Oar Race	X	**	**			New Bern
May 29	Mon		MEMORIAL DAY						
Jun 2-4	Sat-Sun	ODC	Dragon's Breath Regatta * P	X	**	**			Oriental
Jun 10-11	Sat-Sun	BSC	Summer One-Design Regatta #		X	X	X	X	New Bern
Jun 17	Sat	PSC	Indian Island to Ocracoke	X	**	**			Pamlico
Jun 18	Sun		FATHER'S DAY						
Jul 1	Sat	BTS	Flounder Fest Regatta				X	FJ/420/SF	Oriental
Jul 4	Tue		INDEPENDENCE DAY						
Jul 22	Sat	NYRA	Parrothead (to Oriental)	X	**	**			New Bern
Aug 5-6	Sat-Sun	BTS	Bow & Stern Regatta	X	X	X	X	All boats/sizes	Oriental
Aug 26-27	Sat-Sun	BSC	Gurganus One-Design Regatta #		X	X	X	X	New Bern
Sep 2-3	Sat-Sun	NYRA	Beer Stein Regatta * P	X	**	**			New Bern
Sep 4	Mon		LABOR DAY						
Sep 16	Sat	BTS	Greens Creek Regatta				X	Under 20 ft	Oriental
Sep 16-17	Sat-Sun	BSC	Blackbeard Regatta (ETYSA Benefit) *	X	**	**			New Bern
Oct 7	Sat	BSC	Neuse River Regatta	X	**	**			New Bern
Oct 13-15	Fri-Sun	ODC	Oriental Cup P	X	**	**			Oriental
Oct 21	Sat	FHYC	Halloween Holiday Race	X	**	**			New Bern
Oct 28	Sat	BTS	Halloween Regatta	X	X	X	X	All boats/sizes	Oriental
Oct 28	Sat	NYRA	Halloween / Winter Race 1 *	X	**	**			New Bern
Oct 31	Tue		HALLOWEEN						
Nov 11	Sat	NYRA	Winter Race 2 *	X	**	**			New Bern
Nov 18	Sat	BSC	Turkey Trot Regatta		X	X	X	ther one-design	New Bern
Nov 23	Thu		THANKSGIVING						
Nov 25	Sat	FHYC	Thanksgiving Holiday Race	X	**	**			New Bern
Dec 2	Sat	NYRA	Winter Race 3 *	X	**	**			New Bern
Dec 16	Sat	NYRA	Winter Race 4 *	X	**	**			New Bern
Jan 1, 2024	Mon	BSC	Fred Latham Regatta			X			New Bern
Jan 1, 2024	Mon	ODC	Instead of Football Regatta	X	**	**			Oriental
Jan 6, 2024	Sat	NYRA	Winter Race 5 *	X	**	**			New Bern
Jan 20, 2024	Sat	NYRA	Winter Race 6 *	X	**	**			New Bern
Feb 3, 2024	Sat	NYRA	Winter Race 7 *	X	**	**			New Bern
Feb 17, 2024	Sat	NYRA	Commodores Ball Regatta *	X	**	**			New Bern

* NYRA Boat of the Year Race # Clark Cup Series ** Ensigns & SJ21s sail in PHRF fleets P Protected



BLACKBEARD'S EPITAPH

2023 ICRC Race Calendar

Additional Events of Interest

Ensign Fleet Races - located on the Neuse River near Upper Broad Creek, New Bern, NC.

Spring Series: 7 Thursday races on Mar 30; Apr 6,13,20,27; May 4,11.

Fall Series: 7 Thursday races on Sep 28, Oct 5,12,19,26; Nov 2,9; Awards & social following Nov 9 races.

Normally 3 races per day.

Contact: Blake Sohn blakesohn@gmail.com or 612-481-9696 for information

Fairfield Harbour PHRF Fun Sails - open to all boats with NC PHRF, no fees or scoring, pursuit format.

Tuesday Series: weekly mid-April through mid-October, weather permitting.

Contact Russ Robinson R.Rubarb@gmail.com for race updates and PHRF-based pursuit start time

Blackbeard Sailing Club Weekly Open Sails - open to everyone at no cost, no club affiliation required.

Pursuit starts based on PHRF ratings - notifications via email distribution list.

Day of the week and time based on weather and daylight hours.

Contact Joan Wilson sail_kitty@hotmail.com or Ed Thompson edthompson2@comcast.net to join

Sunfish Racing

>**FHYC Sunfish Races** - near the boat ramp on Fairfield Harbour Inner Harbour; 3-4 races per day, weather permitting.

Spring Series - 9 Sunday race days on Apr 2,16,23,30; May 7, 14; Jun 4,11,18,25.

Fall Series - 9 Sunday race days on Sep 10,17, 24; Oct 1,8,15,22,29; Awards & social following Oct 29

Contact Jerry Rezab for info at geraldrezab@yahoo.com or (252) 288-4124.

>**Oriental Dinghy Club (ODC), Oriental NC**

Year series - to be determine

Contact Bob Slook for info at bslook@gmail.com or (732) 740-5591.

>**Hot Toddy Winter Series at Blackbeard Sailing Club, New Bern NC**

Nov or Dec through Mar, into Apr, Sat or Sun usually 2 weeks or more apart.

2023 Schedule: Jan 1,14; Feb 11; Mar 11; Apr 15

Contact Sonya Dean for info sonyafm@hotmail.com or (919) 271-9899.

>**Harkers Island Regatta - Jul 15, 2023**

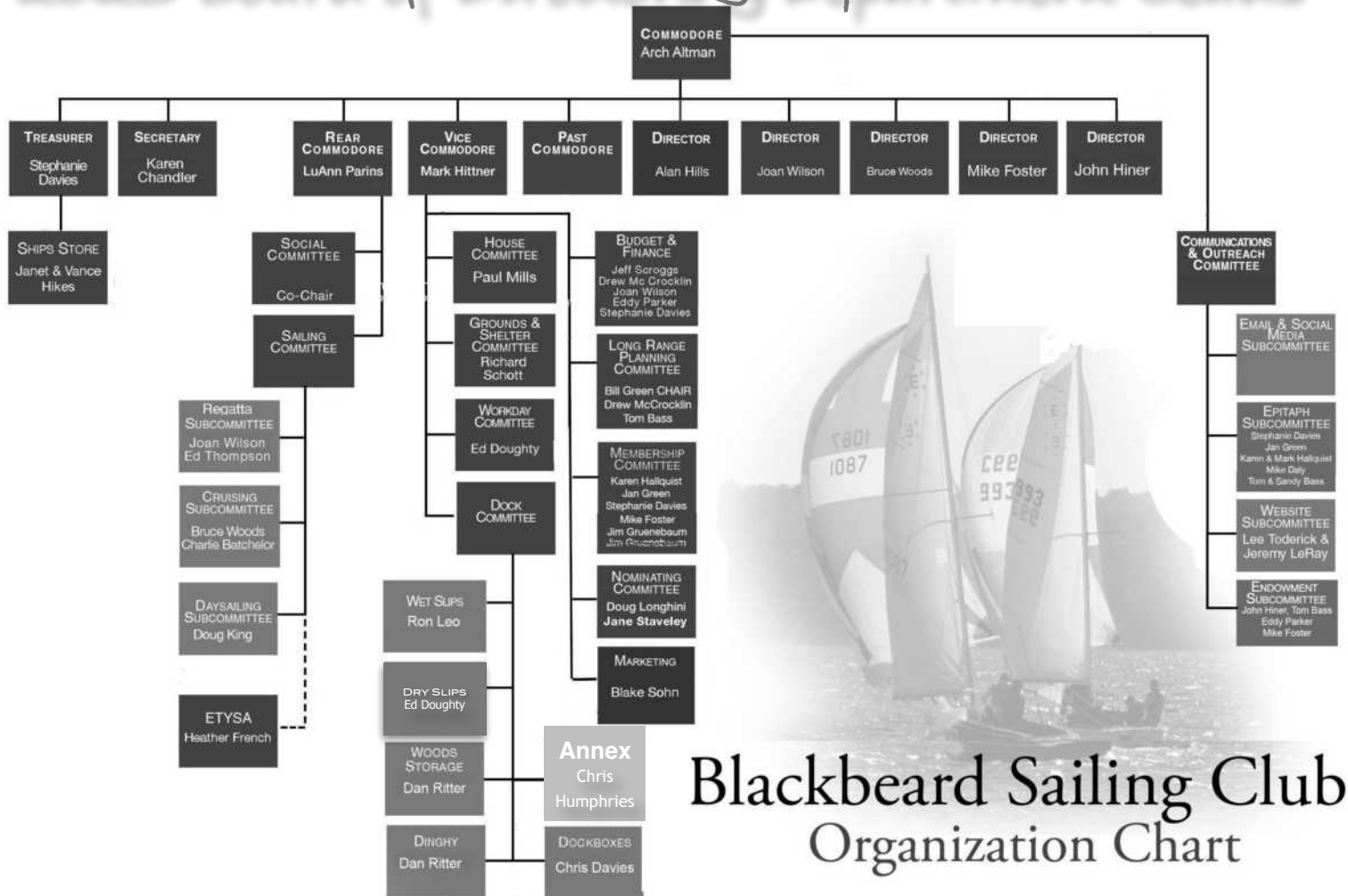
Contact Sonya Dean for info sonyafm@hotmail.com or (919) 271-9899.

Miscellaneous:

Date	Day	Club	Event	Location
Apr 13-17	Thurs-Mon		Oriental Boat Show	Oriental NC
Apr 20-23	Thu-Sun		Charleston Race Week	Charleston SC
Jun 5-Jun 30	Mon-Fri	BSC	ETYSA Youth Sailing Camps	New Bern NC
Jul 10-Aug 4	Mon-Fri	BSC	ETYSA Youth Sailing Camps	New Bern NC
TBD	Thu-Sun	FLT 8	SJ-21 Eastern Nationals	TBD
Oct 7-8	Sat-Sun		Mumfest	New Bern NC

BLACKBEARD'S EPITAPH

2023 Board of Directors & Department Leads



Blackbeard Sailing Club Organization Chart

**Volunteers are not paid, not because
they are worthless but because
they are priceless.**

BLACKBEARD'S EPITAPH

New Website Map

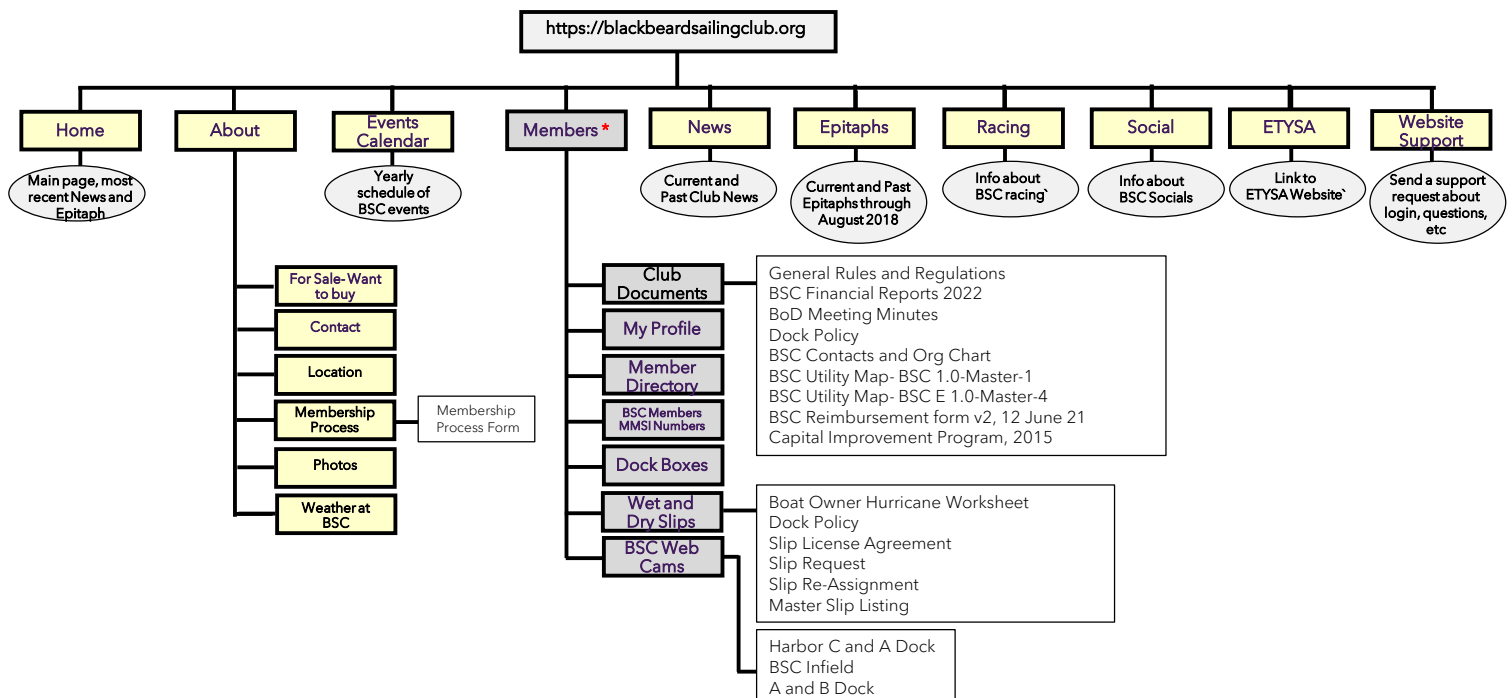
by Lee Toderick

We have a new website with lots of new features, and some old links (like your favorite - Web Cams)!

The URL is <https://blackbeardsailingclub.org>

- 🚢 Your old member id and email address have been copied to the new site.
- 🚢 To get a new password, open the BSC website and click on the "Login" icon. Click on the link for "Forgot your Password?" and follow the instructions.
- 🚢 If you have any problems, just click on "Website Support" and fill out the form.

If you can't log into the website, send a website support ticket - Menu option Website Support, then fill out your request and click Submit.



* Members access is restricted- requires login

BLACKBEARD'S EPITAPH

The Power of Steff!!!!



“Don’t just stand here...
get out there and set that weather mark!”

Submitted by Ed Doughty