



CDSOA Carolinas Fleet
Cape Dory Rendezvous 2004
Cruise to Belhaven, NC
May 28-31, 2004

Questions? Contact Fleet Captain Lou Ostendorff Ph: 919-676-7437: Email: louosten@ipass.net

The Carolinas Fleet headed out to Belhaven, NC over the Memorial Day weekend and we had fun!

We gathered on Friday evening behind marker #4 in Broad Creek, a bit downstream from Whortonsville, NC, and the early arrivals enjoyed happy hour on board UNBOUND, Andy Denmark's Bowman 36, with Dark 'n Stormys to Andy's recipe. Andy also owns a CD27 and was the CD dealer in Oriental for many years. PARFAIT (Ken and Shelley Coit) had to move after UNBOUND came by and informed us that "most people anchor on the other side." Andy's suggestion had as much water, fewer crab pots, and was further out of the channel. It also had the potential of being more in the lee over night



Andy Denmark and his Bowman 36, UNBOUND

Next on the scene after PARFAIT was WANDERLUST (Shanna Paxton, her 3-year old son and the fleet's favorite mascot, Keaton Paxton, and Marv Brinn, a CDer from Greenville, SC) who provided the rafting anchor for KARMA (Lou Ostendorff and Pete Cregger) and MYSTICAL (Dick and Carol Turner). PATIENCE (Scott MacCready) arrived and was rafted up on Saturday morning before most of us knew the sun was up. We didn't venture further up the creek to Andy's

place or to Whortonsville, but you can explore a bit further at the following link: WHORTONSVILLE YACHT & TRACTOR CLUB <http://www.pamlico-nc.com/WYTC.htm>

Andy's delivery partner, Ron, was at the ready with an inflatable with motive power, so we were well attended with taxi service across the anchorage from the then 3-boat raft to UNBOUND and PARFAIT. We later learned where the fuel cutoff is on our new Honda and were able to scoot about the anchorage on our own; nothing like reading the directions or using the engine more often. Many thanks Ron.



Raft Up on Saturday Morning Before Leaving Broad Creek
(L-R: PARFAIT, KARMA, WANDERLUST, MYSTICAL, AND PATIENCE}

On Saturday we headed north to Belhaven, via the Neuse, Bay, Pamlico, and Pungo Rivers and a bit of the ICW, getting a fairly early start to give us some leeway on the far side. MYSTICAL, PATIENCE, and WANDERLUST seemed to know how to go fast or take short cuts and were ahead and out of sight of PARFAIT and KARMA most of the day. PATIENCE was the first to enter the breakwater at Belhaven and PARFAIT followed shortly thereafter, once we had a plan of action for WANDERLUST who had developed a fuel problem that wasn't easily solved on the water despite the efforts of Dick Turner who went aboard to work on WANDERLUST's problem. That was the first time Dick had given over MYSTICAL's helm to anyone and Carol made certain that Marv Brinn knew what he was in for if he messed up. Marv had lots of stories about his stint at the helm of MYSTICAL.



Leading the Way Out of Broad Creek
(L-R: MYSTICAL & WANDERLUST)

Along the way we had occasion to consider the changing conventions of river and ICW markers. Red on the left going north changed to red on the right returning. Sometimes that was irrelevant to our boats, but other times there was only 3 feet of water on the wrong side. Sometimes the markers were way outside the channel and Parfait's skipper was delighted to be checking out this unfamiliar water with a new Raymarine chartplotter which seemed to know where the deep water was most of the time.

On arrival at the Belhaven Waterway Marina and Boatyard, we were greeted by Les and Brenda Porter who managed to get most of us turned around and tied up along their pier with great ease. PARFAIT was a bit longer than a convenient turn would allow and the skipper had to practice backing once again. One burst in the wrong direction can give you another few minutes of fits. At least the wind was favorably on the stern once we turned. Les Porter had planned a sequence of docking to maximize the water depth for each boat, but that was put asunder by WANDERLUST's fuel problems and the resulting change in arrival times. There was plenty of water in any case, but the thought was there.



CDs at Belhaven Waterway Marina and Boatyard

(photo by Lou Ostendorff)

The Porters have put together a nice little marina with excellent decorated rest rooms and showers that were the rave of the fleet. I was reminded of another facility that was touted as being cleaned by a surgery nurse. These were better and pretty too. There is also a hot tub, picnic tables decorated especially for us, a screened gazebo, and a grill.

The first evening we opted for the local restaurant, being assured that NOTHING would be open on Sunday. We headed to the Helmsman Restaurant, a few doors from the marina and had lots of very good seafood. The only complaint we had was the 10 Kt. 70 degree breeze across the table; some of us had to go outside to warm up. Another time we would opt for a table out of the wind. Keaton finally wore down, too tired to eat his popcorn shrimp.



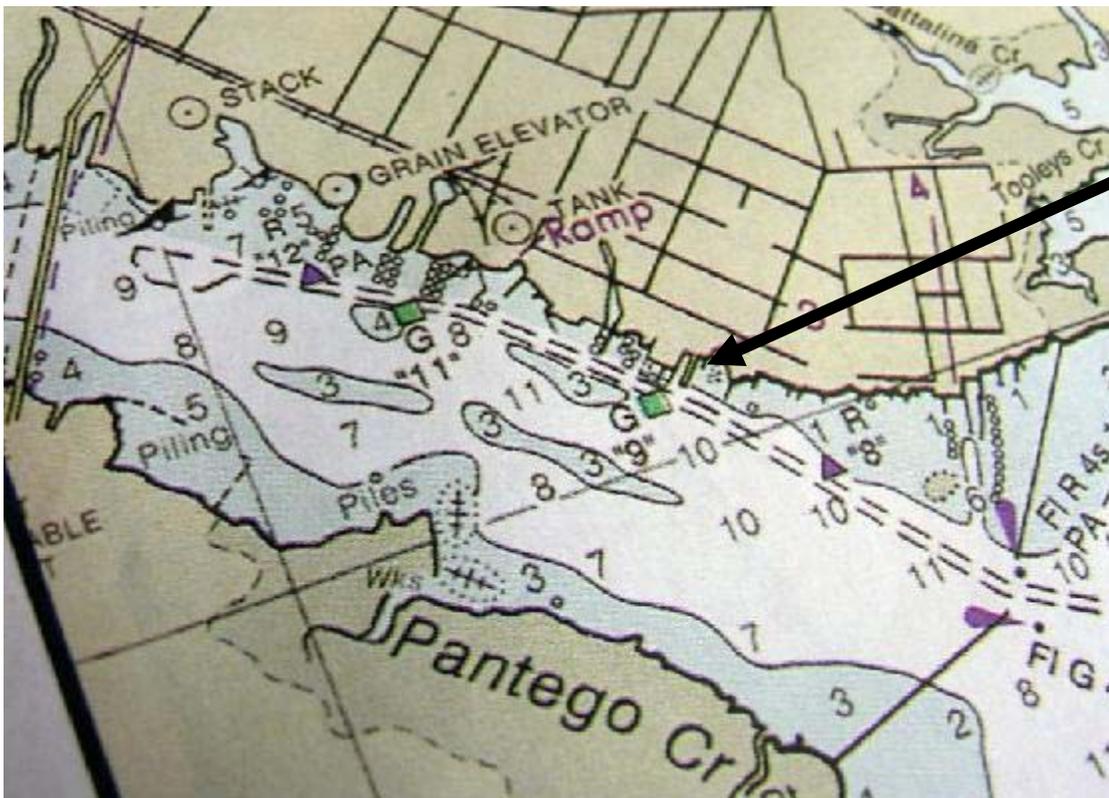
Keaton Crashed at Dinner – Dick Turner Spells Shanna Paxton



Cders at the Helmsman Restaurant

(L-R: Shelley Coit, Marv Brinn, Lou Ostendorff, Pete Cregger, Scott MacCready, Shanna Paxton Keaton Paxton, Dick and Carol Turner.)

Back at the Belhaven Waterway Marina on Sunday, they even let us experiment with fuel tank cleaning. It was decided after much consultation with mechanics and others that the best course of action for WANDERLUST would be to remove the fuel, flush the tank, replace all of the fuel filters, refill the tank and pray. With the loan of a 50 gallon drum and a high volume pump from River Forest Marina the assembled bunch was able to purge the tank, flush it with a few gallons from the top of the barrel, and then pump it close to dry again. Most of the fuel seemed clean to the eye, but the bottom of the tank had many gremlins. As we went through this exercise with the pump and barrel sitting on the lawn alongside the slip with several hose connections and an amateur crew I mentioned my liability policy more than once, hoping that it was still in force. The Porters were very understanding and had the courage to let us proceed. We succeeded without spilling a drop, added 5 gallons of clean fuel, and turned on the electric fuel pump that bled the system in 15 seconds just like the Westerbeke manual claimed. It was nice to see that work. Large credit goes to Lou Ostendorff and Dick Turner for tackling this; they had some shore-bound help running the pump, switching the hoses, etc., but they are the ones who did the hard part, squeezing into the engine compartment, etc. WANDERLUST's tank was re-filled late Sunday afternoon and she was able to power her way back home on Monday. All this left me thinking that having a way to flush tanks and polish fuel onboard may not be such an extravagant idea for those of us who don't use all that much fuel over a season. Several spare filters might be handy too.



Belhaven
Waterway
Marina and
Boatyard

Belhaven Waterway Marina Les and Brenda Porter
332 E. Water Street
Belhaven, NC 27810
252-944-0066

For another opinion and further info:

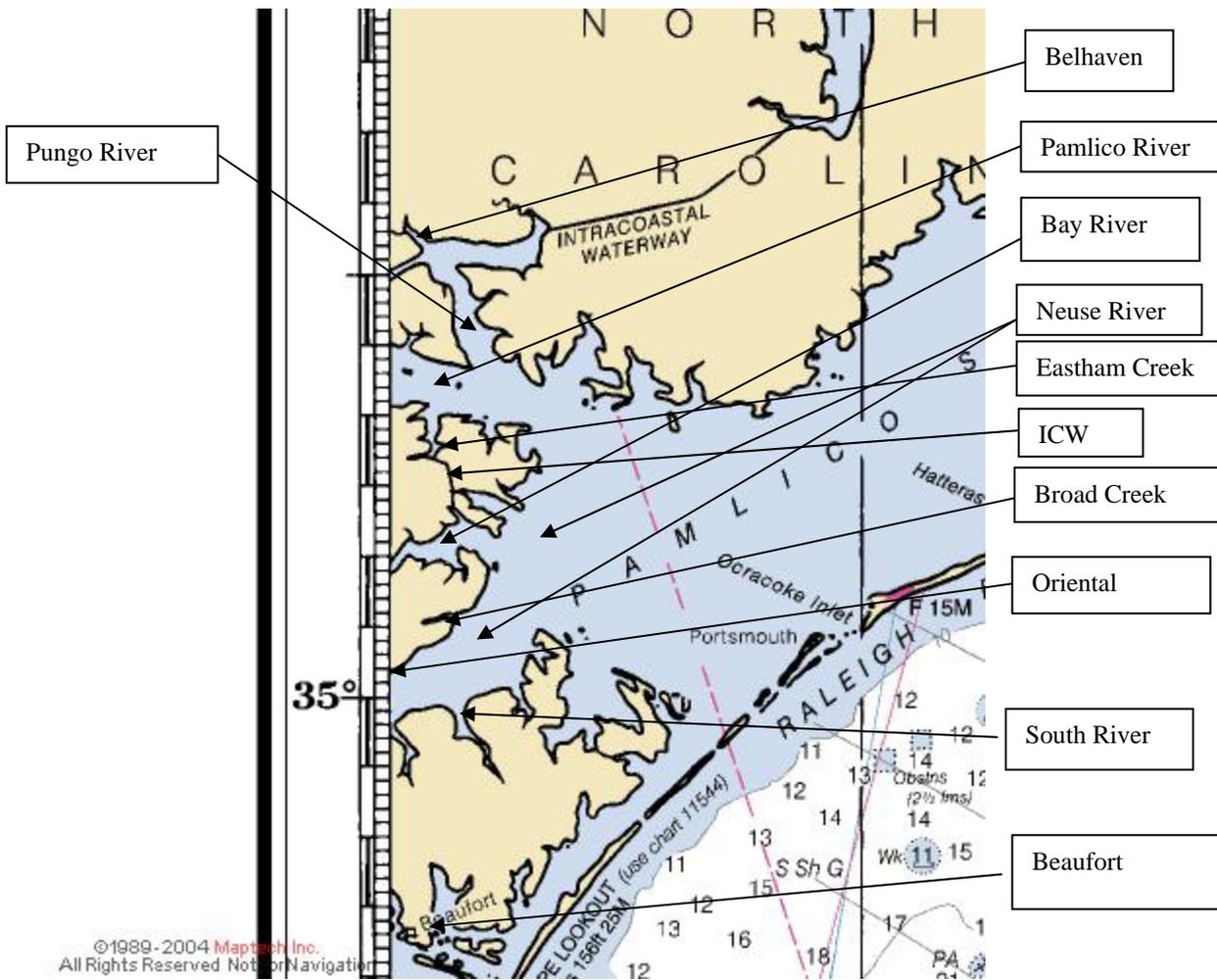
<http://www3.sympatico.ca/prbowlby/2003-04/Pages/November03/nov03-04.htm>

Monday was predicted to be complete with nasty weather and we decided to leave Belhaven by 7:30 AM to head to Eastham Creek, about 3 hours away on the ICW and south of the Pamlico River. We thought that we could get across the Pamlico before the weather hit and that Eastham Creek would be a good place to hide from the south to southwest winds that were predicted. Along the way there was additional discussion via VHF about the sense of the markers when red on the right going south reverted temporarily to red on the right returning. That same marker still had only 3 feet of water behind it, even if it was green.

On arrival of the first boat at Eastham Creek, Patience, there was little enthusiasm for stopping; we were all there by 10:30 AM and still pretty fresh so we passed by and continued south knowing that there would be another place to hide if need be. We reached the Bay River and the weather was no worse and better than some of us had experienced on Friday. The leaders, PATIENCE, WANDERLUST, and MYSTICAL, announced that they were going to try to reach Oriental, and they did.

The stragglers, PARFAIT and KARMA, found the weather quite acceptable and we continued on to South River, across the Neuse from Oriental, for another night on the hook. We rafted for happy hour and dinner and then split, still anticipating a blow from the west and southwest later in the night. It never happened. By the time PARFAIT's crew was stirring on Tuesday morning KARMA had left the creek and was headed home. PARFAIT headed out about 9:30 AM and

was back in Beaufort in time for low tide where we plowed our way into the marina. I think the furrow was about 0.3 ft. deep.



Most of the fleet traveled about 80 NM, some under sail, while PARFAIT did about 120, all under power. Our new Yanmar ran without a hiccup and now has 40.1 hours to her credit. As our Fleet Captain and Cruise Director said in his summary, "Overall, a great trip and a wonderful group of people to hang out with, even though our plans changed a little." He made a great selection in a destination and marinas. Thanks Lou!

Respectfully submitted,

Ken Coit
 CD/36 Parfait
 Raleigh, NC