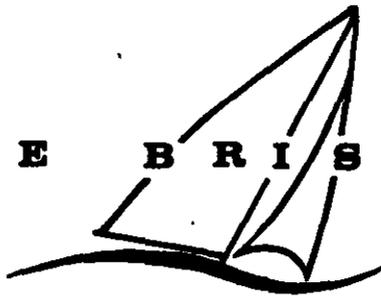




C H E S A P E A K E B R I S T O L C L U B



AUGUST 1980

BY ANY YARDSTICK, the annual Galley Gallop was a success! The ladies quietly demonstrated their competitive spirit: the thirteen starters made this the biggest fleet since the Rhode River race in May and the close times (below) show that the boats were sailed uniformly well (you expected less?). There was plenty of skillful boat handling with most of the fleet close to the line at the start and easily fetching the weather mark with a foul current running. So congratulations are in order for all the skippers and especially to Dot Abbott who took first place with a very clear margin. The race was run on one of the hottest days of this summer but the winds were fair and most of the fleet finished in under 2 hrs. John and Bob Banbury aboard SEAWITCH handled Committee Boat duty and wisely set an appropriate course with a mercifully short downwind leg. For this and for sitting out in the hot sun missing all the fun, many thanks!

One skipper (let's call her Ruth to protect her identity) was overheard to observe that being skipper was easier than being chief cook/bottle washer/deckhand. There must be some truth to this because rumor has it that the crew went unfed. Phyllis Burke found that you cannot depend on your crew to check the rigging: their main halyard failed and quick thinking pressed the topping lift into service. This worked for a while until it failed too and Phyllis finished with genoa only.

9	SAVOIR FAIRE	S. Bogarde	1:49:49
10	QUEST	N. McIntosh	1:50:47
11	PROCEDAS	C. Fidgeon	1:54:54
12	WILLINGNESS II	P. Burke	2:33:40
DNF	WILD ROVER	M. Keegan	

Ringers among the crews of the fleet included: Ed & Betsy Plitt aboard DAPHNE, Jan & Bill Birely aboard QUESTER, and Spud Morrissey & Chip Boecker aboard KALANEMOS.

Setting the proper attitude for the race was a delightful Milbur Shore Party on Saturday. The pool was well used as was the volleyball court (using Maryland rules!) and all hands feasted on the heavily laden buffet tables. An appreciative thanks to Ann & Steve Grant for hosting the party and wearing many hats including lifeguard and ferry boat gas handler and to Jan & Bill Birely as social chairmen for this event. Enjoying the festivities were: Tom & Marcia Outerbridge (EASTING DOWN), Jeff & Carolyn Serfass (KALANEMOS), Dot & Pete Abbott (BRISTOL FASHION), Lynn & Fred Hixon (SIRENA), Carolyn & Kevin Fidgeon (PROCEDAS), Margie & Mike Wilson (QUESTER), David & Anne Bell (MIZPAH), Denny & Mary Thrasher (TROUVAILLE), Dick & Ruth Boecker (DAPHNE), Mo & Spud Morrissey (MARGARITA), Val & Jane Taliaferro (HALCYON), Dave & Phyllis Burke (WILLINGNESS II), Al & Marlaine Helfenbein (CONNIPTION), Chuck & Anne Holland (HOLLANDAISE), Jan & Bill Birely (JAN-B), Carolyn & Lee Keenan (ARTEMIS), Ann & Steve Grant (FAIR WIND), Hak & Adele Kauffman (BRAVO II), Bill & Shirley Kirby (SERENITY), John & Jean McLaughlin (LIGHTFOOT), Bill & Anne Stieling (BONNIE LASS II), Jeral & Dee Kats (UN BEL DEE), Al & Lis Flower (ANEMONE), Fred & Jan Flower (AFTERGLOW), Ed & Betsy Plitt (DAME MAME), Ed Stana (GRINS), Claude & Theresa Strippling, Mal & Arlene Druskin (MELTEMI), Paul & Bette Botzler (SECOND WIND), Hunter & Shirley Kennard (BONKERS), Norm & Sandra Bogarde (SAVOIR FAIRE), Lou & Jane Cable (ZEPHYR), Tom & Barbara Carey (SPINDRIFT),

Place	Yacht	Skipper	Corr. Time
1	BRISTOL FASHION	D. Abbott	1:33:55
2	SIRENA	L. Hixon	1:40:06
3	KALANEMOS	C. Serfass	1:44:32
4	TROUVAILLE	M. Thrasher	1:45:05
5	QUESTER	M. Wilson	1:46:32
6	EASTING DOWN	M. Outer- bridge	1:46:58
7	TALISMAN	B. Bridge	1:48:13
8	DAPHNE	R. Boecker	1:48:50

Sam & Nancy Mattingly (ETESIAN), Bill Flynn & Beryl Bridge (TALISMAN), Bob Banbury, John Banbury (SEAWITCH), and Jack & Marty Keegan (WILD ROVER).

WE DIDN'T OUTFOX THE WIND GODS during the annual Cove Point Overnight Race. Moving the race from August to June resulted in another windless finish. A fleet of 8 lined up to follow the starting sequence ably provided by Cary Dickieson, Pat Duckworth, and Kim & Evans Hughes aboard HIGHBALL II. Three boats finished the 75.6 mile course by Sunday afternoon, leaving the rest of the fleet to sit out the doldrums before firing up the iron jennies. SIRIENA was first across the line with a corrected time of 23:24:12 (Lynn & Fred Hixon), with BRISTOL FASHION in next at 23:28:17 (Dot & Pete Abbott), while ANTIGONE finished third at 23:42:21 (Jerry Caswall). In the DNF category were: SEA URCHIN (Reed & Pat Rollo), MELTEMI (Mal & Arlene Druskin with Dick Boecker John Banbury, Ed & Betsy Plitt, and Art Baitch aboard), WILLINGNESS II (Dave & Phyllis Burke with Mike & Margie Wilson and Dick Boecker, Jr. aboard), TROUVAILLE (Denny & Mary Thrasher), and RAMERA DEL MAR (Al Gordon). Maybe next year we'll have a nice steady wind!

STOP! Mark your calendar for the annual Commodore's Cup Race and Shore Party on Labor Day Weekend and fill out the attached reply postcard and mail it today! The party will begin Saturday night Aug. 30 with a rendezvous behind Gibson Island between Holland and Purdy Points. Sunday morning the racers will set sail for the silver at 1100 off Baltimore Light (Instructions attached with this Newsletter). The first three finishers will be awarded trophies at the Fall Dinner. Then everyone can relax and sail back to Claude & Theresa Stripling's lovely waterfront home on the Magothy River for a great party and swim in the pool. For the party the Club will provide fried chicken, draft beer/set-ups, cold drinks for the kids, ice, rolls, dessert and paper goods. Each family should bring a covered dish to share and your own liquor. The Striplings have requested that their front door be used to get to the restrooms. Don't forget to pack your swim suit and wallet for the 50-50

raffle! The reply postcards should be returned NO LATER THAN AUGUST 25 to Ruth Boecker. Water taxi service will begin at 1400 and directions by land and sea are below. By Land: Ritchie Hwy. south (Rt. 2) to McKinsey Rd. (along Severna Park Mall). Turn east on McKinsey Rd. which becomes Giddings Rd. and deadends at Beach Rd. Turn right onto Beach and Striplings at #10 Beach Rd. will be on your left. By Sea: Magothy River between Stony Point and Henderson Point off Crystal Beach near day marker "1".

BALTIMORE HARBOR is shaping up to be a fun weekend. Instructions for the race are attached with this Newsletter. Details on the Mediterranean-style mooring appeared in the June Newsletter, so be sure to review them beforehand. A small \$4 dockage fee will be assessed those arriving by sea and a nominal (approx \$1) charge is levied by the Dockmaster for electrical connections if you wish to use them. Two of our Club members' sons have volunteered to take "dock watch" and stay with our boats during the dinner at Sergi's Ice House. It is recommended that you lock your boat when you leave, however. There's lots to do around the Inner Harbor so come prepared for a good time! If you haven't sent your reservations for dinner to Mary Thrasher, do it today--the deadline is August 1 (903 Morris Ave., Lutherville, MD 21093, 301/252-3865). Dinner is at 1930.

COMING UP SOON is the First Annual Bristol Club Crab Feast. Mark your calendar for the Sept. 20 weekend in beautiful Lake Ogleton at the Bay Ridge Civic Association. Details, directions and a reservation form will appear in the next Newsletter. Love them crabbies!

MILBUR PARTY GOERS: Betsy Plitt would love to play swappies with the new owner of her nice brown bath towel and a stainless steel serving spoon. She has yours! See her at the next raft-up or party to play.



OUR CLUB WAS WELL REPRESENTED IN THE recent Bermuda Ocean Race this year--and with results to brag about! Joe & Glennie Brown (POWHATAN) along with family and friends as crew made a difficult nighttime landfall in Bermuda with a corrected time of 127:59:03 to take a second place in Division 1 and a 4th place in fleet. Bill Flynn, who was race chairman for the event, pushed TALISMAN to a winning 1st in Division 2 and a 1st in fleet with a corrected time of 121:57:20. Sam Mattingly was an able-bodied crew member aboard BUSTER BROWN captained by Jim Brown of Baltimore. Not bad, eh? The Race, geared toward the cruiser/racer yachts with family crews, got off to a good spinnaker start at Buoy "77" with 18 knot winds that lasted all the way to Bloody Point. Very light air prevailed from this point on and once offshore most of the fleet drifted for 1 1/2 days. The winds finally picked up to 20-30 knots out of the southeast and the racers were on a starboard tack for the next 300 miles into Bermuda. Competition in the 20 boat fleet was tough with the winning boat in Division 1 being MOODY BLUE a hot SORC competitor with a crack crew. They only beat POWHATAN by 14 minutes though so I think they met their match in the Browns! Look for the August issue of Soundings with an article on the race and an interview with Joe & Glennie.

KEN AND LILA MADE IT TO THE AZORES, arriving in Flores after 21 days at sea averaging 7-8 knots. They report they ran wing and wing for two weeks and used their reacher and full main most of the run. They ran into two nighttime storms on the passage but let "Aries" handle the course while they slept. Pilot whales accompanied them for one day of the passage. Ken reported no problems and alot of boredom with glowing reports of the performance of his first mate, Lila. They stopped using the mast-top strobe light after several vessels stopped to inquire after their well-being! In Flores they met up with several French & German yachtsmen and were able to gain much local knowledge about future ports-of-call. Despite their language barrier, they report several wonderful instances of hospitality on the island. As of July 2, Ken and Lila were on Horta, Azores and planned to continue on to the southwestern coast of Spain foregoing their plans to sail to Gibraltar.

KEEP THOSE CAMERAS GOING--the annual photo contest will be decided at the Fall Dinner. There will be plenty of opportunities to capture a prize winning entry this season.

BUYERS' MART

1978 Bristol 29.9, hull #82 (yep!that's TALISMAN) is for sale. Call Bill Flynn eves. at 301/882-9694. His sail inventory includes 5 sails + spinnaker.

Eric Weber's Bristol 30 BLUE HERON is still looking for a new home. Eric expects delivery of his new 32 any day now. Call him for more information at 301/243-6338 (eves.) or 301/685-3105 (days)

DRAWBRIDGE FLASH: As of 7/21/80, new regs governing Kent Island Narrows drawbridge are: Nov 1-Apr. 30 the bridge will open on request from 0600-1800. From May 1-Oct. 31 opening hours are 0700-1900 on the hour. The draw need not open at other times.

Speaking of opening drawbridges, the Coast Guard is soliciting comments from interested parties regarding a proposed uniform signal for opening drawbridges. The proposed rule changes will eliminate any confusion now existing between varying signals from locale to locale and similarity to Rules of the Road signals. The new rules will include a sound signal for opening a draw of one long and one short horn blast. The response from the tender would be identical except when the draw cannot be opened or is open and must be closed immediately. In these cases the tender will respond with four short blasts. Visual signals are also proposed. The opening signal would be raising & lowering a white flag vertically until acknowledged. A red flag swung horizontally back and forth would signal the yachtsman that the draw cannot be opened or must be closed immediately. A public hearing on these uniform drawbridge signals is not planned. Comments will be accepted until Sept. 1 by Commandant (G-CMC/TP24) (CGD 75-237), US Coast Guard, Washington, DC 20593.

Newsletter Editor: Carolyn Serfass
Next Deadline: August 27, 1980

INSTRUCTIONS FOR THE BALTIMORE HARBOR RACE - August 16, 1980

RENDEZVOUS: The rendezvous is in the inner harbor along the Light Street bulkhead. Please follow mooring instruction given in the June newsletter.

STARTING LINE: The starting line will be between the Committee Boat's mast and BW N"12B" 1.6 mi NE of Baltimore Light.

FINISH LINE: A yacht will finish upon crossing a line extended true south of Qk F1 "1M" located 1.2 mi SE of Key Bridge. The buoy must be within three boat lengths.

COURSE: Leave to port N "17B".
Leave to starboard F1 R 6 sec 42ft on Sevenfoot Knoll.

DISTANCE: 12.8 miles

STARTING SIGNALS:	1100	White flag raised	- 3 horn blasts
	1104	White flag lowered	
	1105	Blue flag raised	- 2 horn blasts
	1109	Blue flag lowered	
	1110	START - Red flag raised	- 1 horn blast

NOTE: Horn is unofficial

TIME LIMIT: 5 hours. Any yacht finishing within the limit makes a race of it.

- SPECIAL INSTRUCTIONS:
1. State your intention to race by sailing past the Committee Boat's stern prior to 1100.
 2. Fly a white signal (approx. 12" x 12") from the backstay.
 3. Headsails-working jibs and genoas only. No spinnakers, staysails, drifters, flashers, etc. No foresail combinations - one headsail only.
 4. Racers must give right-of-way to commercial shipping. Violators are subject to disqualification.
 5. Racers must keep their own elapsed time, to the second, from the 1110 start signal. Make a note of the yachts finishing ahead and astern of you.
 6. Boats over the line early will be hailed by number and must return to restart around either end of the start line.

GOOD LUCK!

INSTRUCTIONS FOR THE COMMODORES CUP RACE - August 31, 1980

NOTICE: It takes three starters to make a race, otherwise the race will be postponed.

RENDEZVOUS: The post race social activities are near Crystal Beach in the Magothy River.

STARTING LINE: The starting line will be between the Committee Boat's mast and Mark Y, BW N "12B".

FINISH LINE: The finish line will be between the Committee Boat's mast and Mark Y unless the course is shortened by the Committee Boat being repositioned at a mark of the course. A yacht finishes from the direction of the last turning mark.

COURSE: The course to be sailed will be designated by letters displayed on the Committee Boat. Round marks in the order displayed, reading left to right. A red placard means to leave the following marks to port, the green placard means to leave the following marks to starboard. For example:



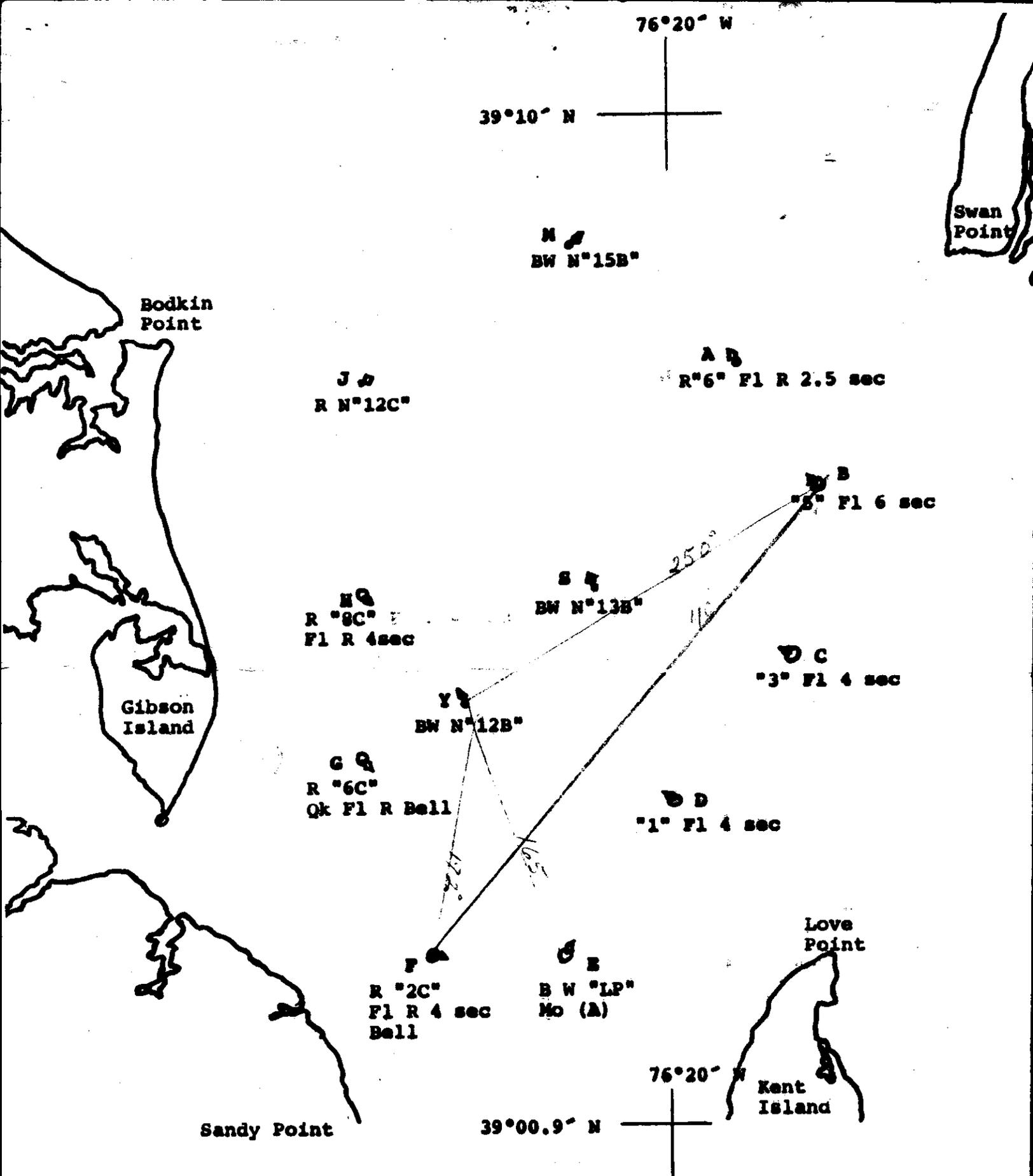
means to leave E and D to port; S, A, and B to starboard. The marks of the course are defined on the attached sketch.

STARTING SIGNALS:	1100	White flag raised	3 horn blasts
	1104	White flag lowered	
	1105	Blue flag raised	2 horn blasts
	1109	Blue flag lowered	
	1110	START - Red flag raised	1 horn blast

NOTE: Horn is unofficial

- SPECIAL INSTRUCTIONS:**
1. State your intention to race by sailing past the Committee Boat's stern prior to 1100.
 2. Fly a white signal approx. (12" x 12") from the backstay.
 3. Headsails - working jibs and genoas only. No spinnakers, staysails, drifters, flashers, etc. No foresail combinations - one headsail only.
 4. Racers must give right-of-way to commercial shipping. Violators are subject to disqualification.
 5. Yachts over the line early will be hailed by number and must return to restart around either end of the line.

GOOD LUCK!



TRACING FROM CHART 12273
35th Ed., Dec 8, 1979