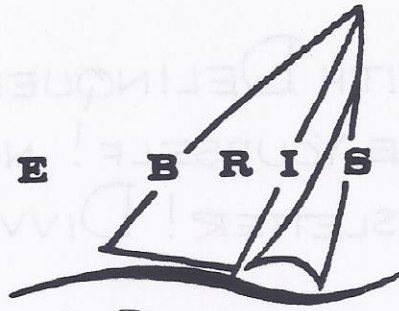




CHESAPEAKE BRISTOL CLUB



MAY, 1985

HEY, **YAWL!** KETCH THIS NEWS!
MAY 4TH IS THE FIRST FLOATING GET-TOGETHER
OF THE SEASON! THOSE WHO MOOR UP NORTH
SET YOUR COURSE FOR FAIRLEE CREEK.

THOSE FROM THE SOUTHERN SECTOR **SLOOP**
RIGHT DOWN TO THE RHODE RIVER FOR YOUR
RAFT UP. THE RACERS WILL BE THERE.....
SCHOONER OR LATER!

THE KIDS KOMMODORE SENDS THIS MESSAGE TO
ALL NORTHERNERS.

The bay shoreline adjacent to Fairlee Creek abounds with a great variety of driftwood and other artifacts, both natural and man made. This attraction has always made Fairlee an early spring "must visit" anchorage for the Kids Kommodore and his crew.

This year, the Kids Kommodore is inviting all CBC members to join him on his annual pilgrimage to the shores at Fairlee, and PLEASE bring some kids.

A Scavenger Hunt (ashore) is planned for the kids. Adults can play too; prizes will be awarded. Glenn Bogarde will be hosting a Beach-Bash with Bonfire for roasting hot dogs, marshmallows, parents, or whatever.

AS FOR YOU RACERS: READ ON FOR THE RULES,
REGULATIONS, REQUIREMENTS AND OTHER
RIGAMAROLE. READY THOSE RUSTY RACING
SKILLS FOR THE RHODE RIVER RACE

* FOR OUR MEMORIAL DAY CELEBRATION,
SEE LAST PAGE.

#1

ATTENTION !!

YOU DON'T WANT TO MISS THESE REALLY RACY REVELATIONS!

A Message from the Race Committee:

For those who have not as yet read the explanation of the racing program in the 1985 Directory, I commend it to your attention. There have been some changes. Briefly, they are as follows:

1. Non-Bristols may now participate in the Highpoints races and the Galley Gallop, but are not in competition for the Highpoints trophy.
2. All boats participating in the Highpoints races are eligible for the first-to-finish prize.
3. Class races will be run concurrently with the Highpoints races, so a lucky 29.9, 32, or 35.5 skipper may be competing for three prizes in one race!

Other changes not mentioned in the Directory are:

1. Boats will be rated under PHRF. If you have a 29.9, 32, 35.5 or 38.8 or your boat is specifically listed in the Chesapeake PHRF List, and you are satisfied with your rating, not to worry. All other racers take heed: you will have to join CBYRA, (15 bucks) and apply for a rating from the official measurer (20 bucks).
2. Some of the races will be started an hour later to make it less of a hassle to get to the start.
3. Bill Sieling will coordinate the racing activities of the non-Bristols, so give him a call on 269-1604 if you'd like to kick some ideas around.

CBYRA and PHRF addresses are listed below:

Chesapeake Bay Yacht Racing Association
612 Third Street, Suite 103
Annapolis, MD 21403

Performance Handicap Racing Fleet
of the Chesapeake, Inc.
P.O. Box 19030,
Baltimore, MD 21284-9030

IF YOU'RE SERIOUSLY SAILING - SMP HERE FOR YOUR BLUE BOOK

INSTRUCTIONS FOR THE RHODE RIVER RACE - MAY 4, 1985

Rendezvous: In the Rhode River due West of "7" Fl. G. 4 sec.

Starting Line: Between the Committee Boat's mast and Bell "77" off Tolly Point (Mark M on Annapolis area chart).

Finish line: If a committee boat is on station, a yacht will finish between it and Bell "73" Fl. G. 4 sec. (Mark F). off West River. If no committee boat is on station, a yacht will finish when "73" is within 50, yards to starboard, and upon crossing a line extended due East (mag.) of it.

Course: Leave to starboard C"1" (Mark A) 1.1 mi. SSE Hacketts Pt.
Leave to starboard R"78" (Mark B) 2 mi. SSW Ches. Bay Bridge.
Leave to port R"2" (Mark X) entrance to Annapolis Channel.
Leave to starboard W or N "N" (Mark C) North end Measured Mile.
The course has not been pre-sailed. If a mark is missing, round or finish at the plotted position.

Distance: 13.2 miles

Start 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: Hoisting of flags takes precedence over horn and time of day.

Time Limit: Five hours. One yacht finishing within the limit makes a race for all yachts, regardless of the time limit.

Special Instructions:

- (a) State your intention to race by sailing past the committee boat's stern prior to white flag hoist.
- (b) Fly a white flag (approx. 12" by 12") from the backstay.
- (c) Headsails - One only, genoa or working jib. No spinnakers, staysails, flashers, etc.
- (d) Racers must give way to commercial shipping. Violators will be disqualified.
- (e) Racers must keep their own elapsed time, to the second, from the START. Make a note of the yachts finishing ahead and astern of you.
- (f) If no committee boat is on station at the finish or the race committee is absent from the rendezvous, call in your elapsed time by Wednesday night following the race to (301) 267-6853.
- (g) Yachts over the starting line early will be hailed. Early starters must return to restart around either end of the line. The responsibility for returning shall rest with the yacht(s) concerned.

INSTRUCTIONS FOR THE CHOPTANK RIVER MYSTERY RACE - MAY 26, 1985

Starting Line: Between the Committee Boat's mast and R "14" Fl R 2 1/2 sec. (Mark H, Choptank River Chart)

Finish line: If a committee boat is on station, a yacht will finish between it and R "12A" Mark B 1.7 mi. N of Todds Pt. If no committee boat is on station, a yacht will finish when R "12A" is within 50 yards to starboard, and upon crossing a line extended due South (mag.) of it.

Course: The course to be sailed will be determined 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 mark(s) to port, The green placard means to leave the following marks to starboard. For example:

[red] [E] [D] [green] [S] [A] [B]

means to leave E and D to port; S, A, and B to starboard. The marks of the course are defined in the Choptank River Chart.

Start Signals: 1200 - White flag raised - 3 horn blasts
1204 - White flag lowered
1205 - Blue flag raised - 2 horn blasts
1209 - Blue flag lowered
1210 - START - Red flag raised - 1 horn blast

Note: Hoisting of flags takes precedence over horn and time of day.

Time Limit: Four hours. One yacht finishing within the limit makes a race for all yachts, regardless of the time limit.

Special Instructions:

(a) Sealed instructions will be passed out to skippers at the shore party on the 25th. If you can't come to the party, swing by the Committee Boat prior to the white flag hoist.

(b) Fly a white flag (approx. 12" by 12") from the backstay.

(c) Headsails - One only, genoa or working jib. No spinnakers, staysails, flashers, etc.

(d) Racers must give way to commercial shipping. Violators will be disqualified.

(e) Racers must keep their own elapsed time, to the second, from the START. Make a note of the yachts finishing ahead and astern of you.

(f) If no committee boat is on station at the finish or the race committee is absent from the rendezvous, call in your elapsed time by Wednesday night following the race to (301) 267-6853.

(g) Yachts over the starting line early will be hailed. Early starters must return to restart around either end of the line. The responsibility for returning shall rest with the yacht(s) concerned.

ANNAPOLIS AREA STANDARD RACING MARKS

SEE NEXT PAGE

A most poignant note was received from Chris and George Cooper... telling us that EPRIS, their nearly-new 1979 Bristol 2919 is up for sale! They have been unable to sail for the past few years as they moved from D C to start a boat business. "Tell anyone that loves to sail... that he won't ever..... if he starts a boat business."

Tom and Judy Taylor have a never used Danforth 22 anchor for sale. Telephone: 301/474-6340

The Bogardes have a 22" Edson Stainless Steel Wheel for sale for only \$70.00. (Savoir Faire now sports a BIG one) Please call Norm at 301/231-2168 during the day or at home 301/829-2380 in the evening.

BOATING BARGAINS

| LETTER DESIGNATION | GOVT SYMBOL | LIGHT | Lat. N | Long. W | APPROXIMATE POSITION |
|--------------------|-------------|-------------------|-----------|-----------|--|
| A | C"1" | | 38°58'10" | 76°24'54" | Can 1.1 mi SSE of Hackett's Point |
| B | R"78" | Fl 4 sec Bell | 38°57'39" | 76°23'34" | Buoy 2 mi SSW Chesapeake Bay Bridge |
| C | W or N"N" | | 38°56'08" | 76°22'55" | Nun north end of measured mile |
| D | W or N"S" | | 38°55'08" | 76°23'00" | Nun south end of measured mile |
| E | | | 38°52'00" | 76°23'22" | Race Stake 2 mi NNE of Bloody Point |
| F | R"2A" | Fl 4 sec Bell | 38°50'39" | 76°18'15" | Buoy 9 mi north of Wades Point |
| G | BW N"32B" | | 38°49'57" | 76°27'45" | Nun 1.4 mi SE of Horseshoe Point |
| H | C"75" | | 38°53'40" | 76°25'54" | Can south of Thomas Point Light |
| J | C"5" | | 38°57'39" | 76°27'06" | Can Annapolis Channel |
| K | "71" | Fl G 4 sec Bell | 38°45'07" | 76°26'38" | Buoy 3 mi west of Poplar Island |
| L | "1" | Fl 4 sec Bell | 38°49'08" | 76°22'09" | Buoy 1 mi south of Kent Point |
| M | "77" | Fl 4 sec Bell | 38°54'00" | 76°25'49" | Buoy 1 mi east of Tolly Point |
| N | R"4" | Fl R 4 sec | 38°52'36" | 76°15'07" | Buoy 1 mi north of Tilghman Point |
| O | BW N"1CB" | | 38°48'19" | 76°28'24" | Nun 1 mi ESE of Franklin Point |
| P | R N"2" | | 38°53'44" | 76°27'53" | Nun 1.35 mi west of Thomas Point Light |
| R | R N"70" | | 38°45'26" | 76°25'08" | Nun 1.5 mi west of Poplar Island |
| S | R N"8" | | 38°47'07" | 76°20'54" | Nun Poplar Island Narrows |
| T | | I QK Fl 10" | 38°52'57" | 76°28'37" | Marker 2.15 mi WSW of Thomas Point Light |
| W | BW N"81" | | 38°45'15" | 76°30'00" | Nun 2.6 mi east of Fairhaven |
| X | R"2" | Fl 2 1/4 sec Bell | 38°56'28" | 76°25'34" | Buoy entrance to Annapolis Channel |
| Z | "73" | Fl G 4 sec | 38°49'56" | 76°27'01" | Buoy 2 mi NE of Curtis Point |

Unless used as a mark of the course, the following marks must always be passed on the Channel side at ALL times when race circular specifically uses the standard racing marks: Tolly Point (Bell "77"), Thomas Point Light, Bloody Point Light, Kent Point (Bell "1"), and Nun R N"70" located 1.5 miles west of Poplar Island.

All the above described marks are shown on Chart 12270, Chesapeake Bay, Eastern Bay and South River.

MAY IS THE MONTH OF MIRTH AND MADNESS, MYSTERY RACES AND MEMORIAL DAY MERRYMAKING

AND A MADCAP MEETING ON MAXMORE CREEK.

AL GIPE HAS GENEROUSLY GIVEN THE GO AHEAD FOR THE GROUP TO GATHER AT HIS GRACIOUS HOME ON SATURDAY, JUNE 22. PLEASE BRING SOMETHING TO GRILLE, YOUR FAVORITE LIBATION (SOFT OR SPIRITED) AND ONE OF THOSE SUMPTUOUS SALADS OR DELECTABLE DESSERTS TO SHARE WITH ALL. The club will have on hand: Charcoal and grilles, condiments, chips, pretzels, cups, plates, spoons, forks and napkins. Be prepared to produce two bucks (\$2.00) to cover all of this and treat yourself to the included **RAFFLE TICKET !!**

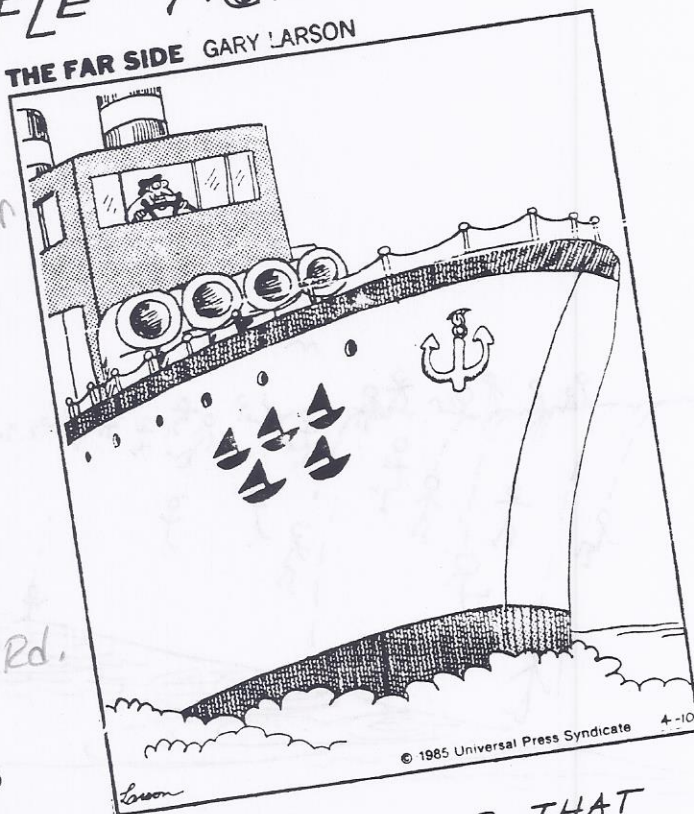
BY BOAT: Tred Avon River to Buoy #15. Leave it to Starboard and turn west into Maxmore Creek and leave private markers to Port. Take the southern branch to Al's: the 4th house in from the point.

IF YOU MUST DRIVE:
Take route 50 to the Easton bypass (rt 322). Go to Rt. 33 and turn rt. toward St. Michaels. Turn left on Rt. 329 and go 0.5 miles to the house.

turn left on Rigby Lot Rd.
1 mile to house -

A MYSTERY RACE WILL BE HELD SUNDAY, MAY 23. MYSTERIOUS INSTRUCTIONS WILL BE GIVEN AT THE GIPE GALA... ALONG WITH THE MYSTERY LOCATION FOR OUR SUNDAY EVENING MERRIMENT! SEE! YOU'D BETTER COME TO MAXMORE!

THE FAR SIDE GARY LARSON



WATCH OUT FOR THAT
HOLIDAY TRAFFIC !!!



CHOPTANK RIVER AREA STANDARD RACING MARKS

| LETTER DESIGNATION | GOV'T SYMBOL | LIGHT if any | APPROXIMATE POSITION Lat. N. Long. W. |
|--|--------------|-----------------|--|
| A Buoy 1 mi ENE of Todds Point | R"12B" | Qk Fl | 38°38'06" 76°12'55" |
| B Buoy 1.7 mi north of Todds Point | R"12A" | Qk Fl R | 38°39'25" 76°13'59" |
| C Buoy 1 mi NNE of Cook Point | R"12" | Fl 4 sec | 38°38'49" 76°16'37" |
| D Buoy 1 mi NW of Cook Point | R"10" | Fl R 4 sec Bell | 38°38'52" 76°18'20" |
| E Race buoy 1 mi south of Change Point | | | 38°41'50" 76°18'03" |
| F Buoy 0.5 mi SW of Howell Point | R"20" | Fl R 4 sec | 38°36'02" 76°06'53" |
| G Nun 1 mi SE of Chlora Point | R N"18"A | | 38°37'22" 76°08'08" |
| H Buoy 1 mi NW of Castle Haven Point | R "14" | Fl R 2½ sec | 38°38'33" 76°10'42" |
| J Race buoy off entrance to Island Creek | | | 38°39'27" 76°10'00" |
| K Race buoy off Bachelor Point | | | 38°40'27" 76°10'56" |
| L Marker SE of Benoni Point | | Fl G 2½ sec 15' | 38°39'52" 76°11'20" |
| M Race buoy off entrance Fox Hole Creek | | | 38°40'46" 76°11'30" |
| N Marker off Tred Avon Yacht Club | | Fl 4 sec | 38°41'34" 76°10'40" |
| O Choptank River Light | | Fl 4 sec 35' | 38°39'20" 76°11'05" |
| P Race buoy south of Benoni Point | | | 38°39'43" 76°12'00" |
| X Race buoy south Choptank River Light | | | 38°39'10" 76°11'45" |

ALL the above described marks are shown on Chart 12266, Chesapeake Bay, Choptank River and Herring Bay.

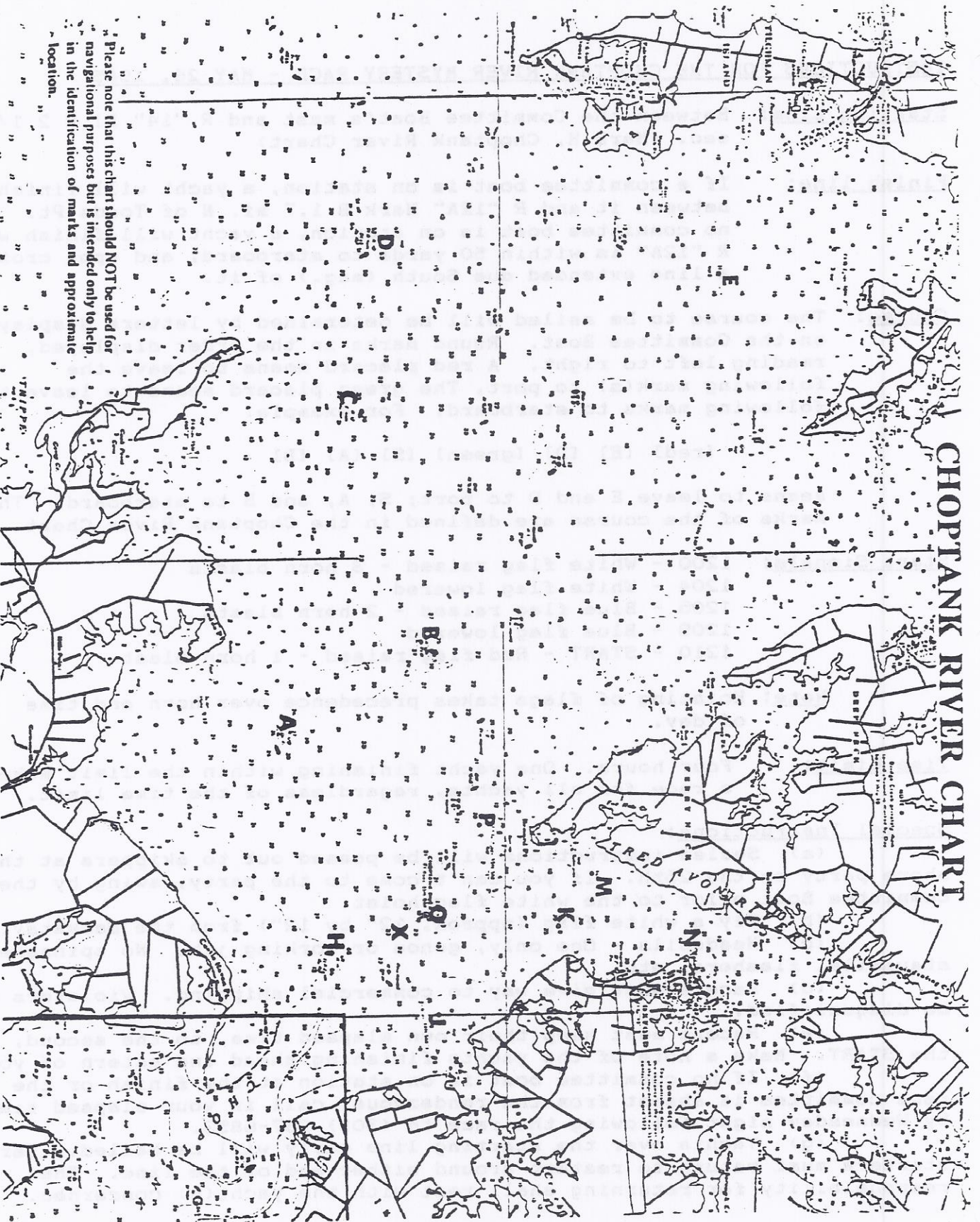
The approximate position of the government marks is offered as a reference only. Government symbols or numbers may be changed. All changes will be published in Notice to Mariners.

CLIP THIS PAGE AND KEEP IT IN YOUR DIRECTORY
WITH YOUR RACING RULES AS A REFERENCE
FOR THIS MONTH'S RACES AND FUTURE ONES!

HAGAR THE HORRIBLE DIK BROWNE

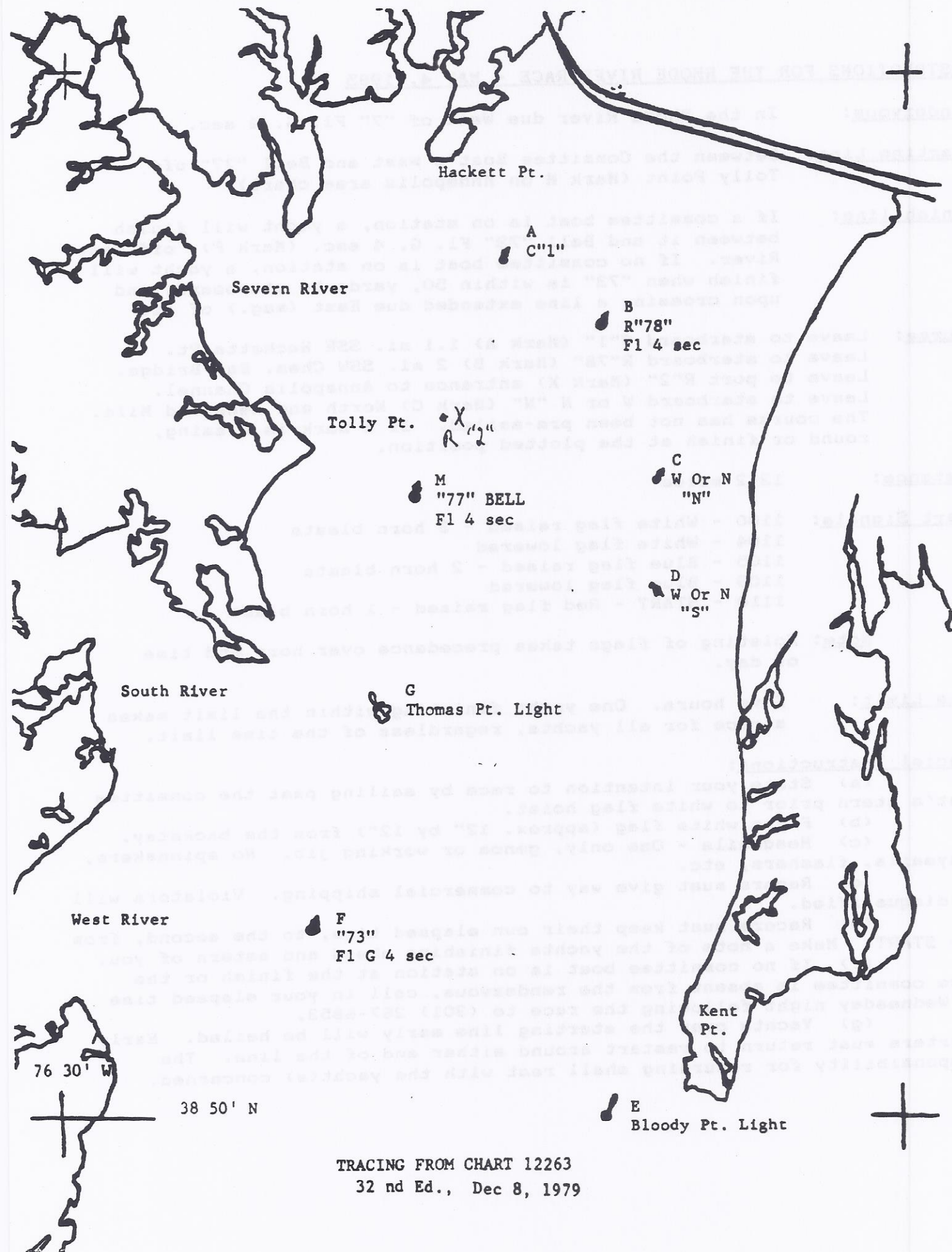


CHOPTANK RIVER CHART



FROM CHART 12266

11/27/76



Hackett Pt.

A
C''1''

Severn River

B
R''78''
Fl 4 sec

Tolly Pt.

X
R''2''

M
''77'' BELL
Fl 4 sec

C
W Or N
''N''

D
W Or N
''S''

South River

G
Thomas Pt. Light

West River

F
''73''
Fl G 4 sec

Kent
Pt.

E
Bloody Pt. Light

TRACING FROM CHART 12263
32 nd Ed., Dec 8, 1979

HERE'S WHY OUR RACER IS REKNOWN !!

By JEAN WALLER

After winning the Bermuda Ocean Race for the third time straight, **Bill Flynn** is beginning to make the 753-mile crossing from Annapolis, Md., to St. George's look easy.

The Baltimore sailor, who generally prefers cruising his **Bristol 29.9 Talisman** to racing, has totally dominated the biennial Bermuda Ocean Race since 1980.

"I've always attributed winning to a number of things," said Flynn, "and luck is an ingredient that people often don't give enough credit."

But it took more than luck for Flynn to pull off another trophy-winning performance. With a crew of three, including sailmaker Charlie Fowler of Miami who was also on board for the winning ride in 1982, **Talisman** had to work its way through frustrating zephyrs that parked the fleet halfway to Bermuda.

"It was just hard work every minute for seven days," said Flynn.

"This year there was an extended period of calm and everyone just floated around. It was also very hot, and persevering during that frustrating period was what made a tremendous difference."

For **Talisman** and the rest of the 44 boats bound for Bermuda, the race started more optimistically in a steady southerly breeze June 9. Jan Miller's new **C&C 41, Yank**, led the way and was the first to reach the Chesapeake Light Tower after a day-long beat out the bay.

Although the wind died for a few hours as the front-runners were leaving the Chesapeake, race chairman Steve Finlayson said the breeze filled in again from the southwest for an easy ride through the Gulf Stream.

"It took us right across the stream and tended to minimize its effect," said Finlayson who placed first in Division II with his **Pearson 40, Aristocat**.

"People were ripping off really good mileage, 160 to 200 miles over 24 hours."

Good times, however, rarely last and about 200 miles offshore the fleet hit a dead zone with little or no wind for as much as three days.

Those who headed north of the rhumb line fared better, according to Finlayson. At a briefing about the Gulf Stream prior to the race, forecasters from the National Oceanic and Atmos-

pheric Administration pinpointed two cold water eddies along the rhumb line.

Finlayson said "the eddies were not where they thought they were," and boats that headed south trying to catch favorable currents caught countercurrents instead.

When the wind dropped, boats to the south of the rhumb "stopped dead" as they tried to buck as much as 2 knots of adverse current.

The winners in this year's race all tended to favor a more northerly route.

"We decided that since we didn't know exactly where the eddies were, we'd try to miss them completely," said Finlayson. "We also figured that if a weak northerly front filled in (as predicted), we would get it first."

The front never established itself, but Finlayson said those sailing above the rhumb were able to maintain headway in a slight northerly breeze, clocking 50- to 70-mile days while

those to the south "had nothing."

"We were slow drifting on a downwind spinnaker run, sailing from wind patch to wind patch," said Finlayson. "We did constant sail changes working hard to get another quarter of a knot."

While the larger boats in the fleet drifted in search of wind, the smaller yachts sailed down



on the front-runners. "That meant that when the wind filled in it was a new race," said Finlayson, and the "small boats were able to save their time."

About 160 miles from Bermuda steady breezes filled in from the southwest and the fleet paraded along the homestretch under spinnaker. "It was just a concentrated effort to move as hard as you could," said Finlayson as the fleet used the renewed 10- to 15-knot breeze to try and make up time. "You could see boats all around and it was almost like a one-design finish."

SAM MATINGLY WAS
ON THIS BOAT TOO

Miller's **Yank**, which sails out of Virginia Beach, Va., maintained its lead established at the light tower and was first over the line into St. George's, finishing in 6 days, 4 hours, 25 minutes. However, Jim Brown's **Morgan 45, Buster Brown** corrected out on top, beating **Yank** by 20 minutes for a first in the big boat division. The **Morgan 45** also won the Measurement Handicap System (MHS) fleet trophy.

Although finishing more than 13 hours behind **Yank**, **Talisman** in Division VI sailed to the top of Performance Handicap Racing Fleet (PHRF), winning both the small boat class and the PHRF trophy.

The best six corrected finish times were all established by boats racing in Division VI and Roger Bartholomee's **CS 27, Sagacious**, which finished second behind **Talisman** in 1982, was again second in fleet scoring.

"We had them in sight almost all the time going down the bay," said Flynn. "Sagacious managed to get out (of the bay) a few minutes ahead of us, just the same as last time, but then we hardly ever saw them again."

The two boats later converged near the finish, with Flynn bringing his **Bristol 29.9** past the Spit Buoy just 7 minutes ahead of **Sagacious**.

Flynn said he sailed farther north than Bartholomee and managed to catch the favorable currents of one cold eddy. He attributed his win to being able to maintain boat speed during the 36-hour period when the smaller yachts had to fight for whatever progress they made in the light air.

Two other crews on William Kallaur's **Daring** and Joseph Mazziotti's **Blue Star** lost patience and switched on their engines.

Only one boat had to turn back, Henry Libby's **Bristol 40, Odin**, which Finlayson said de-

veloped a leaky through-hull fitting near the mouth of the Chesapeake and returned to Annapolis.

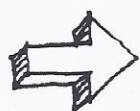
Bermuda Ocean Race Results:
Division I — 1. BUSTER BROWN, **Morgan 45**, Jim Brown, Glen Arm, Md.;

Division VI — 1. TALISMAN, **Bristol 29.9**, Bill Flynn, Baltimore; 2. SAGACIOUS, **CS 27**, Roger Bartholomee, Pasadena; 3. ANALEA, **Tartan 34**, Anthony Pettit, Norfolk, Va.

'Cruiser' takes 3rd Annapolis-Bermuda title

*SOUTH
JUGS

SEPTEMBER 1984 SECTION II 9



DEBTORS WITH DELINQUENT DUES!



DON'T DELUDE YOURSELF! NO DONATION.....



NO MORE NEWSLETTER! DIVVY UP, NOW!



On the 16th of March, 1985, your editor was in Ft. Lauderdale.... no, not with the collegiate crush.....and sent her better half to check out the doin's at the Bay Ridge Inn. He had a great time..... and to assuage his conscience turned on the tiny tape machine to augment his memory. Through the CBC Cacophony came the shrieks of those whose arms were being twisted (by Tom "Dead Battery" Outerbridge) in the hope that he could find a committee boat skipper..... and lots of laughter! (What did I miss?) The tape had the names of these 21 boats .. all that participated in lots of club events in 1984 and with lots of kissin' each captain and mate picked up an award. EASTING DOWN, TROUVAILLE, DAPHNE, HI BALL, DAME MAME, WHIM, BLUE HERON, SAVOIR FAIRE, HIGH ADVENTURE, SIRENA, NAN-SEA, MELTEMI, SEA WITCH, BONKERS, TALISMAN, MOONRAKER, UN BEL DEE, JAN B, BRAVO, ETESIAN, and CALLINECTES all now sport shiney new plaques.

A fine feast and reunion with friends and fallow sailors was the report from many when I returned from the south... and it sounded like a truly auspicious start for the season.

At the appointed hour, bells rang to hasten the crowd to dinner, but someone had clearly forgotten that yachtsmen (and women) who are talking boats while holding drinks in their hands are about as easy to move as day-old lava, and by the time all the guests—a hundred and nine of them—were seated in the club's long, low-ceilinged dining room the program was running nearly an hour late. Never mind;

No.. this is not the CBC but the New York Yacht Club..... (New Yorker, April 8, 1985)



'AFTERGLOW' HAS A NEW CREW MEMBER TO HELP (?) CAPTAIN FRED AND FIRST MATE JAN. BO'S'N BRAD PIPED ABOARD ABLE BODIED (ALBEIT SMALL) SAILOR **LAUREN BARRETT FLOWER** ON MARCH 26TH, 1985.

HER KNOWLEDGE OF THINGS NAUTICAL IS NOT NOTEWORTHY NOW BUT SHE'S SURE TO HAVE HER SHIPMATES ON THE ROPES IN NO TIME!