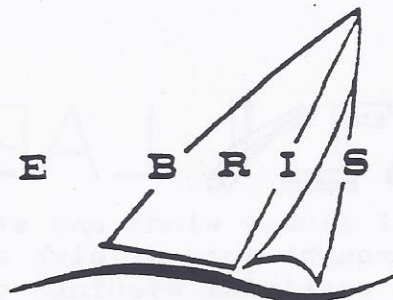


CHESAPEAKE BRISTOL CLUB



SEPT, 1985

The weather report for August seventeenth was certainly depressing but the possibility of a very wet evening was no deterrent to the crews of thirteen boats who sailed(?) into Cornfield creek for our annual Milbur feast and festivities.

Hosts Anna and Steve Grant and our Social Slavey Jan Birely and helper Bill welcomed everyone to the "Tavern-on-the-Green" where the hungry hordes found sustenance and suds. Sam and Nancy Mattingly left ETESIAN in in Middle River and cruised down on four wheels as did Bette Botzler, Dave and Peg Hawkes, Bert & Betty Shoemaker and Cindy and Dan Freymeyer. Fomer Commodores Ed and Betsy Plitt were there sans DAME MAME but in fine fettle, and the entire Outerbridge navy came by land! John Banbury and Maggy, from nearby, and Bill and Ellen Dripps from way down south joined the rest..... and lots of guests, in a wonderful evening. An energetic bunch braved a beating on the volleyball court... and wore off a few calories... and after dark there were rumors of darin' doin's down at the pool!(This reporter was snug-a-bunk by then.)

The next day as each boat slid quietly out of the creek the sprinkles turned to showers and then came the deluge! Pretty good timing!

Now.. this month's teaser: Which boats returned home with drenched crews?

1. A RATHER LARGE, BUT HEAVENLY, FISH _____
2. BALMY IN BRITAIN _____
3. FRIGID FEATHERED FELLOW _____
4. CHLOE'S PEA-GREEN PARTNER _____
5. BYE BYE! SO LONG! (BEEN GOOD TO KNOW YA!) _____
6. A REMARKABLE RODENT _____
7. WHAT A PRETENTIOUS POTENTATE! _____
8. PUCKER UP & BLOW THAT CHANTEY _____
9. BOY! AM I SMOOTH! _____
10. WAAT? ME WORRY? _____
11. ULYSSES' TEMPTRESS? _____
12. SCARLETT O'HARA _____
13. DON'T WEAR THIS CHARM
AROUND YOUR NECK! _____

NOW HEAR THIS ☆☆☆

A MESSAGE FROM THE COMMODORE CONCERNING RAFTING

The last two years we have experienced an increased number of failures in our larger raft-ups, none more serious than the collapse of the Labor Day Sunflower which had the potential (fortunately, mostly averted) for causing serious personal injury and property damage. I think it is now clear that with the increasing number of larger boats our present rafting procedures do not provide an acceptable level of safety at our larger raft-ups. While this problem should be addressed in depth and appropriate recommendations made and implemented for next year's racing/cruising season, for the remainder of this season, I suggest the following guidelines and request that they be observed at our remaining rendezvous:

- 1) Before joining any raft a boat should request permission from the anchor boat and state whether it wishes to remain in the raft overnight or plans to break-off later in the evening. Boats joining a raft agree to follow the instructions and directions of the anchor boat. Boats should raft in the order and location indicated by the anchor boat.
- 2) The anchor boat may refuse a boat permission to join a raft for reasons of safety. Such reasons could include, for example: the raft already contains the number of boats that can safely be held in light of conditions; a willingness to accept additional boats that plan to break-off, but not additional boats wishing to stay overnight; the addition of the requesting boat would unbalance the raft.
- 3) When a boat intends to leave a raft it should, if reasonably possible, advise the anchor boat and await its clearance before departing.
- 4) A decision by the anchor-boat that a raft needs to be reduced in size or dismantled should be honored promptly by all affected boats.
- 5) If a raft does break loose, the safety and comfort of everyone is best served if all boats respond to the situation promptly and, where at all possible, break-off from the raft in order and as evenly as possible from either end.
- 6) Until improved procedures for safely establishing and managing sunflowers are worked out and published in the club directory, I think sunflower rafts should not be used again this year. This will mean that at well-attended rendezvous there will have to be more than one conventional raft.

The purpose of these suggestions is not to turn the anchor boat into either a shepherd or a dictator, but to promote increased awareness of a shared problem while placing a little more emphasis on safety than we have in the past. And, of course, none of these suggestions should be construed as overriding or providing a substitute for the ultimate responsibility each captain has for the safety of boat and crew.

Following these suggestions should allow us to have safe and enjoyable rafts at our remaining rendezvous this year. With the adoption of appropriate procedures for setting-up rafts, I see no reason why the club cannot safely enjoy rafts, even as the number and size of the participating boats grow larger.



THE GRAND FINALE!

THINK WIND!

RACE #7 - ANNUAL LOBSTERBAKE - September 21, 1985

START LINE: Between the Committee Boat's mast and Mark M (BELL "77" off Tolley Point).

COURSE: The course to be sailed will be designated by letters displayed on the Committee Boat. Round marks in order displayed, reading from left to right. A RED placard means leave the following marks to PORT. A GREEN placard means leave the following marks to STARBOARD. For example:

RED E D GREEN B A C

means to leave E and D to PORT; B, A, and C to STARBOARD. Marks of the course are defined in the attached sketch.

FINISH LINE: The Finish Line will be between the Committee Boat's mast and Mark M 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.

STARTING 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.

TIME LIMIT: 4 hours. Any yacht finishing within the time limit makes the race valid for all starters.

SPECIAL INSTRUCTIONS:

1. State your intention to race by flying a white flag (12"X12") from your backstay and sailing past the committee boat prior to 1200.
2. Working jibs or genoas only. No spinnakers, staysails, drifters, flashers, etc.
3. Failure to yield right-of-way to commercial shipping will result in disqualification.
4. Yachts over the Starting Line early will be hailed and must return to restart around either end of the line. The responsibility for returning shall rest with the yacht(s) concerned.

RAISE THE  ! TOOT THE  ! SEPTEMBER
21 IS THE DAY OF THE C. B. C.  PARTY!
 BRING YOUR OWN BIG  TO HOLD YOUR  OF
 SEAFOOD. EACH DINNER BUNDLE WILL CONTAIN
ONE , SIX , SIX , SIX 
 FOR YOU TO STEAM. LOTS OF  AND 
 TO DRINK & BUTTER TO TOP YOUR SEAFOOD!
 THANKS TO A WONDERFUL GIFT **WOW!** FROM
ATLANTIC YACHTS ALL THESE
 GOODIES ARE ONLY \$ 7:00 ! PLEASE BRING A
 OR A  TO SHARE
 THE WATER TAXI WILL START RUNNING @ 
 FOR THE DOWNS CLUBHOUSE

From the Baltimore Beltway, south on Rt. #3. Take Rt. #178 east (Generals Hwy to Crownsville and Annapolis). About $\frac{1}{4}$ mi. past Eisenhower Golf Course, left onto old Rt. #178. Go $\frac{1}{4}$ mi. then left on Sherwood Forest Road.* After .2 mi. turn rt. onto Coachway ("Downs" sign on the corner). Go $1\frac{1}{2}$ mi. then left onto St. Edmonds Place then quick right onto Brookside Common and rt. into parking lot.

From the Washington Beltway, east on Rt. #50 about 18 mi. to the 1st Annapolis exit (Rts. 450/178) Go toward Crownsville $2\frac{1}{2}$ miles on 178 to "Rudy's Tavern" on left and Sherwood Forest sign on right. Rt. on Sherwood Forest Road.* (Follow Baltimore instructions from here on.)

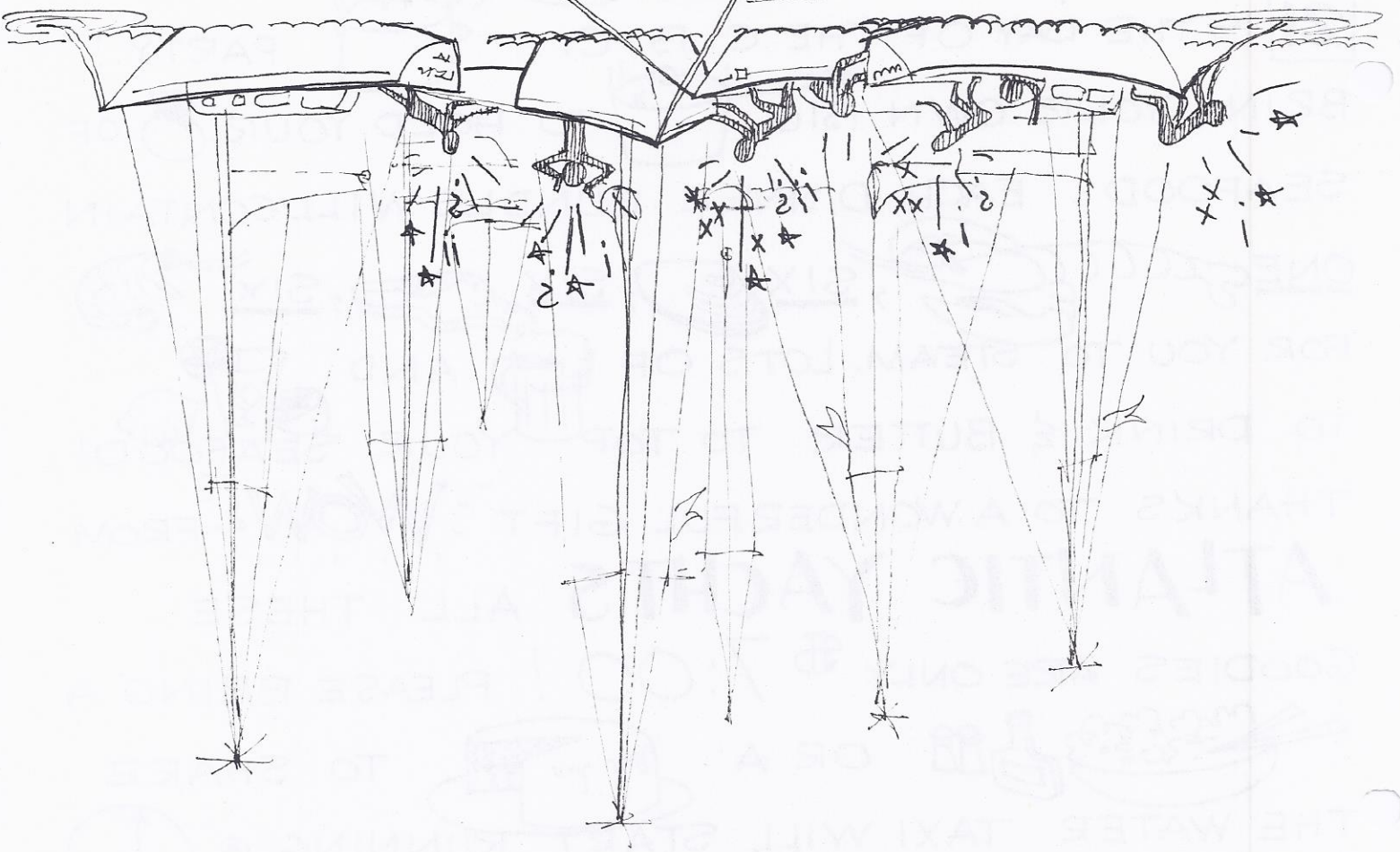
Clements Creek is the third creek on the western shore of the Severn above Rt. 50 bridge (before round bay). Plenty of depth in the creek. Downs Marina is the first one on the north side.

BY SEPT. 18 SEND YOUR RESERVATION TO:
 JAN FLOWER 1690 KINGSBRIDGE CT. ANNAPOLIS, MD. 21401

HERE IS MY CHECK FOR — DINNERS, AT \$ 7.00 EACH, MADE
 OUT TO 'CHESAPEAKE BRISTOL CLUB'

DON'T FORGET! SEAFOOD! SEPT. 21ST

AFTER LABOR DAY EVERYONE SHOULD GO BACK TO SCHOOL - - -



Chesapeake Bristol Club
4011 Thornapple Street
Chevy Chase, MD 20815

THE STRAIGHTSCOOP....

2

WYE RIVER

Wind: NNE 8-10				DISTANCE		15.8	MILES	DATE: 6/8/85		
BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
High Adventure	Nathans	126	3	36	10	10979.2	3	2	59.2	1
Easting Down	Outerbridge	186	4	1	20	11541.2	3	12	21.2	2
Blue Heron	Weber	216	4	48	8	13875.2	3	51	15.2	3

3

CHESTER RIVER

Wind: NW 15-18				DISTANCE		12.3	MILES	DATE: 6/22/85		
BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
Sirena	Hixon	186	2	27	23	6555.2	1	49	15.2	1
Daphne	Boecker	216	2	39	21	6904.2	1	55	4.2	2
Departure	Briers	156	2	32	2	7203.2	2	0	3.2	3
Wind Mistress	Kent	126	2	31	30	7540.2	2	5	40.2	4
Halcyon	Taliaferro	216	3	0	0	8143.2	2	15	43.2	5
Moonraker	Baitech	216	3	10	12	8755.2	2	25	55.2	6
Blue Heron	Weber									DNF

4

BALTIMORE HARBOR

Wind: NW 10-15				DISTANCE		12.8	MILES	DATE: 7/6/85		
BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
Daphne	Boecker	216	2	42	26	6981.2	1	56	21.2	1
High Adventure	Nathans	126	2	24	15	7042.2	1	57	22.2	2
Sirena	Hixon	186	2	41	28	7307.2	2	1	47.2	3
Lightfoot	McLaughlin	132	2	34	51	7601.4	2	6	41.4	4
Easting Down	Outerbridge	186	2	50	27	7846.2	2	10	46.2	5
Whim	Sieling	186	2	51	40	7919.2	2	11	59.2	6

5

CRAB FEAST

Wind: SSE 0-6		DISTANCE 3.5 MILES					DATE: 8/3/85			
BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
Departure	Briers	156	2	11	17	7331	2	2	11	1
Sirena	Hixon	186	2	20	16	7765	2	5	25	2
Daphne	Boecker	216	2	35	8	8552	2	22	32	3
Leewind	Wilson	234	2	41	22	8863	2	27	49	4
Easting Down	Outerbridge	186	2	53	29	9758	2	42	38	5
Halcyon	Taliaferro					0	0	0	0	DNF
Wisp of Dawn	Luciano					0	0	0	0	DNF

6

MILBUR

Wind: NE 0-6			DISTANCE 2.2 MILES				DATE: 8/17/85			
BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
Mickey	Ehrlich	234	2	28	20	8385.2	2	19	45.2	1
Sirena	Hixon	186	2	35	52	8942.8	2	29	2.8	2
Departure	Briers	154	3	7	24	10905.2	3	1	45.2	3
Daphne	Boecker	216	3	9	50	10914.8	3	1	54.8	4
Whim	Sieling	186	3	49	22	13352.8	3	42	32.8	5
Easting Down	Outerbridge					0	0	0	0	DNF

£

Wind: SW 0-10		DISTANCE 10 MILES					DATE: 6/20/85			
BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
Nan-Sea	Shoemaker	174	3	39	44	11444	3	10	44	1
Easting Down	Outerbridge	186	3	46	19	11719	3	15	19	2
Departure	Brierly	156	4	16	48	13848	3	50	46	3
Daphne	Boecker	216								DNF
Moonraker	Baltch	216								DNF
Sirena	Smith	186								DNF
Whim	Sieling	186								DNF

THE GALLEY GALLOP

1. ANGELOT, 2. BONKERS, 3. COLD DUCK, 4. DAPHNE, 5. DEPARTURE, 6. MICKEY, 7. RAJAH, 8. SALTWHISTLE, 9. SAVOIR FAIRE, 10. SAN SOUCI, 11. SIRENA, 12. SOUTHERN GIRL, 13. TALISMAN.

OUR ~~LAZY~~ LABOR DAY

August is the month of flukey winds and steamy nights (usually) but Labor Day this year brought lots of club cruisers together for a couple of comfortable convivial evenings off the Chester..... but the Commodores' Cup contenders coasted in the calm behind the line for 1½ hours with no craft crossing..... so the contest was cancelled! (for a rerun the next day.....with luck!) Meanwhile... while waiting to wallow across the start line, the crew of DAPHNE, not ones to pass up opportunities, netted a couple of potsful of crab for dinner! (Dick steamed them up in the galley... and there were lots to share!)

In Gtays Inn Creek, the first night, 20 boats, 20!, made a most impressive raft... with difficulty. "Old timers" on DAPHNE, MELTEMI, SIRENA, EASTING DOWN, HIGH BALL, BLUE HERON, RAJAH, and TALISMAN welcomed some "Old Timers" with new boats.. The Careys in SKYLARK, the Thrashers in TROUVAILLE TWO (or TOO?), The Taylors in ANGELOT, Joel and Jeanne Gross in CHANTEY (nee KRISDE) and the Thealls in their new Bristol 30. It was "Long-time-no-see!" for the Keisers in IMPULSE and the keegans in WILD ROVER... Welcome Back! and a "Glad-to -see-ya!" to Bill and Ellen Dripps up from Calao , VA in CHANSON D'AMOUR. One old boat and new folks joint the lineup.. KALANEMOS with the Walldorfs aboard, and new members with new boat, the Rackels with PLEASURE. HIGH ADVENTURE, freshly returned from Maine waters, was drawing a crowd of eager listeners and Mike and Marcia told of their cruise Noeth and proved it all with marvelous photos! HIGH BALL and BLUE HERON were the start boats for a sunflower in the Corsica River and while boats were tying alongside Highball, Ned and Ann Albee (new members) tied their ISLITA alongside the Webers to keep them company. BONKERS and NAN-SEA joined the group the second night and a friend of EASTING DOWN joined the ring. The Thealls were pulled in stern first after the raft had closed.. and it was a most tricky and masterful manouever. It was a lovely round of relaxed visiting.

DEPARTURE, who had joined the party the first night but whooped it up in splendid isolation just out of earshot of the sunflower!

That flukey August wind decided to blow.... at last!... that night... but from a slightly different dirrection. Morning found the raft a bit of a "cats Cradle". . . . You know.. we're pretty good at getting into these things... but how the heck do you get out? The Sunflower became a true Theater-in-the-Round of improvisation and for a while the drama veered between comedy and tragedy.... but calm heads, some clever ploys, muscular backs, and HiBall horsepower saved the day. There must be some way better than this!

The race start was held a bit til the racers got untangled but the breez blew and the boats flew and it was a real race!

Now let's all go home and relax!

GOT A FRIEND WHO WANTS TO JOIN CBC? KITTIWAKE, A 24 WITH YANMAR DIESEL IS LOOKING FOR A NEW CAP'N. CALL GEORGE OR JANET THEALL AT 215 932-4487 OR WRITE P.O. BOX 336 OXFORD, PA. 19363.