

CHESAPEAKE BRISTOL CLUB

OCTOBER, 1985

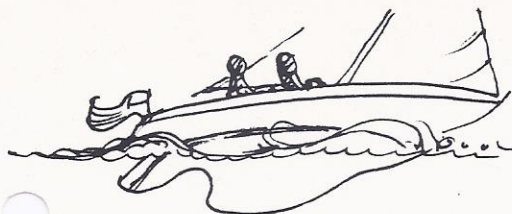
The weather on the 21st of September was superb... but all day Fred and Jan Flower were bustling around the Downs clubhouse hauling out tables and chairs and charcoal and making the whole terrace look lovely with checkedy table 'cloths'. At an appropriate hour they started the fire in the great barbecue so that perfect coals would await the 39 pots of sumptuous seafood that would simmer there. They rolled out the barrel too, and icy beer and lemonade awaited the 113 people who came to enjoy a wonderful evening on the Severn. A few boats anchored in Clements Creek, but most folks came by land yacht, not wishing to let the vagaries of the wind make them late for the feast! (Lobster is much easier to eat when you can see it...)

The buffet tables were laden, upstairs and down, with an awesome array of salads, casseroles, and sinfully fattening deserts. If anyone went home hungry they must be strange indeed!

Bob and Nan McIntosh were telling folks of their plans for next October when they will head south in their new boat to go where the wind blows, and Bill and Ellen Dripps drove up from Callao after returning from a leisurely Chesapeake cruise. Oodles of Outerbridges came by car, as did a gathering of Grants. One new baby.. the Morressey's.. and one imminent infant... the Serfasses'.... joined the hungry horde. Bruce Raymond told his tale of woe.. the dreadful bashing SOUTHERN GIRL took in a broadside collision.. but was counting his blessings that the mast was still up, the hull unholed, and noone got hurt! Six Boecker seafood lovers joined the Bogardes and their Rock Band in some delicious delicacies, and that "Wild Rover" Jack Keegan told of his working journey in a tall Irish ship! The absent minded BONKERS crew had to borrow lobster tools from Bob and Jean Eaton, and the Grosses were still glowing about their glorious new CHANTEY. The Albees and the Nathans came all the way from PA and the Striplings from nearby, the Taliaferros from Harness Creek, Fred Hixon and Linda from just up the Severn. Also from the Annapolis area were Ed Stana and Cindy Fuller, Bert and Betty Shoemaker, The Wilsons, Bill and Anne Sieling. Pasadena (MD not CA) produced a pair of Plitts, one John Banbury and Maggie, Ma and Pa Mumaw, Dan and Cindy Freymeyer. From Baltimore came the Goods, the Baitches, The Katz(es?); from Silver Spring, Gene Ehrlich; that SAN SOUCI crew from Emmitsburg; TALISMAN's Bill and Beryl from Perry Hall; Carl Briers and Lonnie from Ellicott City; the Webers from Severna Park; and Tom and Judy Taylor from Rocky Ridge. From VA came our Commodore and his mate, Alexandria and a host of Hultsches from Vienna.

Conversation continued by the light of the moon and the satiated sailors settled in for the night.. so Fred and Jan "pulled the rug" (like hitting a mule with a 2 x 4...) got their attention and a little help with the cleanup. It was such a wonderful party noone wanted it to end!

Fred and Jan, The CBC captains, crews and kids salute you! For your service above and beyond in hosting such a marvelous party we are really grateful. A hearty thanks from one and all!



PREVIEWS OF COMING EVENTS...

THE LAST (OFFICIAL) RAFT UP !!
BODKIN CREEK ... OCTOBER 12, 1985

FALL AWARDS BANQUET
NOVEMBER 16 MARK YOUR CALENDAR
DETAILS IN YOUR NEXT NEWSLETTER.

What Else Can Go Wrong?

As I was perusing an old copy of Britain's *Yachting Monthly* magazine, I discovered that Murphy's Law is alive and well in Jolly Old England's marine trade. The excerpt relates the story of a shipping mishap that began at night as a ship, which had picked up her pilot, was coming up a river to port. The captain sent an apprentice to take down the "G" flag, but the boy was totally inexperienced—and unhandy to boot—and was making a mess of the job. In exasperation, the captain left the bridge, took personal charge of the flag operation

and, when the flag had been rolled, told the apprentice to let go. For whatever reason, the apprentice did not let go, so the captain shouted, "Let go!" That command started a chain of events that might be more readily associated with Laurel and Hardy than with the disciplined actions of a ship's crew.

The first mate was in the chart room, totally unaware of what was happening, but he heard the command and picked up a megaphone with which he relayed the command to "Let go" to the third mate who was forward with the anchor party. The speed of the vessel was "harbor full," the anchor had not yet been "walked out," but the third mate unquestioningly obeyed the shouted order. Smoke, dust, rust and sparks flew as did the anchor chain until it was full out and strung along the riverbed.

AND WE THINK WE HAD TROUBLE?

The anchor had its effect just as the ship was opposite a tributary of the river, and began to swing the ship toward a swinging bridge which crossed the tributary. The bridge keeper on duty saw what was happening in time to open the bridge and allow the ship to pass through. As heroic as his quick thinking was in saving the bridge and the ship, it did not save a farm truck full of pigs, a car and two cyclists from driving off the end of the bridge onto the deck of the ship. As all this was occurring, the third mate—who was obviously born to command—on his own initiative dropped the other anchor. This time, full scope did not pay out because the anchor fell onto the roof of the bridge operator's cabin.

Back on the ship's bridge, the flustered captain took command of the situation and ordered full astern in order to stop the forward progress. It did, much to the consternation of all hands aboard the tug approaching the stern of the ship at full speed ahead. The tug was holed by the propellers of the ship in distress.

Just as things seemed to be getting under control with the crew of the tug being rescued, the bridge operator being pulled from his damaged cabin, and the pigs scrounging for whatever tidbits were to be found on the deck of the ship, the entire area was plunged into total darkness. The ship's dragging anchor had cut the town's main power cable.

A *Yachting Monthly* footnote states that this account was extracted from a letter sent by proceedings of the Marine Safety Council to the *Coastguard* magazine. The ship's captain had concluded with the hope that his owners would get the report before the press did because he was sure they would "overdramatize the affair."

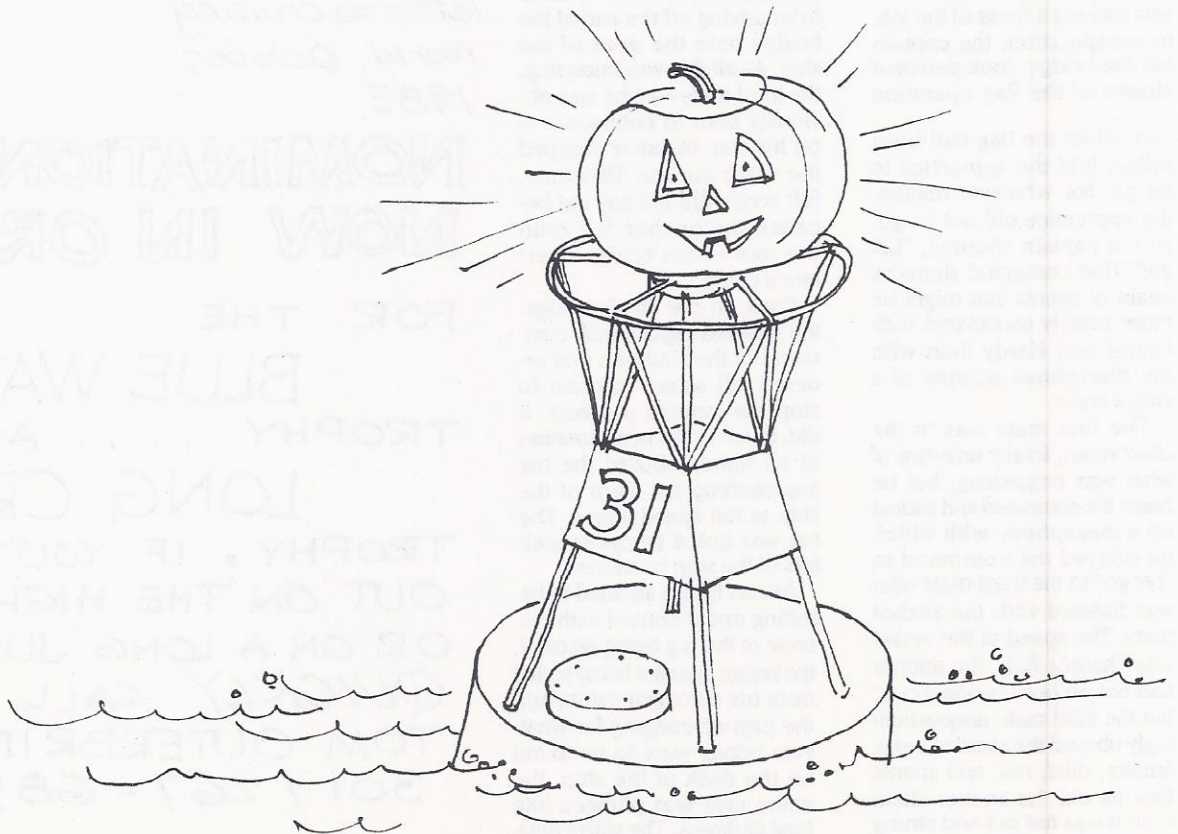
Russ Marlett
Sedalia, Colorado

Letter to Cruising
World, October,
1985

NOMINATIONS ARE
NOW IN ORDER..

FOR THE
BLUE WATER
TROPHY AND THE
LONG CRUISE
TROPHY. IF YOU'VE BEEN
OUT ON THE HIGH SEAS . .
OR ON A LONG JUNKET . . .
QUICKLY CALL
TOM OUTERBRIDGE
301 / 267 - 6853

CHESTAPEAKE BISTOL CLUB
4011 THORNAPPLE ST.
CHEVY CHASE, MD 20815



Thank You, ATLANTIC SAILING YACHTS, for your generous contribution to the success of the Lobster Bake! Hip, Hip, Hooray!

On a glorious night amid the myriad reflections of stars and a full moon, five CBC craft cozied up on the watery mirror of Langford Creek, off the Chester, to celebrate the delights of Chesapeake cruising in Indian Summer. The folks on HIGH BALL, BLUE HERON, TALISMAN, SAVOIR FAIRE and RAJAH were thanking their lucky stars that Gloria didn't stop by to spoil the party... and decided there was little that could beat a nocturnal nightcap in the cockpit by the light of the moon.

PS. BONKERS and BRAVO got a very late start so found themselves in Swan Creek at sundown, sorry to miss the party.

IT'S ALL OVER . . .

'TIL THE FIRST

RACE OF 1986 . . . !

COMMODORE'S CUP RACE RESULTS

Wind: SW 10-15

DISTANCE 9.8 MILES DATE: 9/2/85

BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
High Adventure	Nathans	126	2	4	45	6250.2	1	44	10.2	1
Daphne	Boecker	216	2	21	34	6377.2	1	46	17.2	2
Departure	Briers	136	2	13	12	6463.2	1	47	43.2	3
Easting Down	Outerbridge	186	2	19	4	6521.2	1	48	41.2	4
Sirena	Hixon	186	2	20	4	6581.2	1	49	41.2	5

LOBSTERBAKE RACE RESULTS

Wind: SE 6-10

DISTANCE 9.6 MILES DATE: 9/21/85

BOAT NAME	SKIPPER	RATING	ET/HR	ET/MIN	ET/SEC	CT/TSEC	CT/HR	CT/MIN	CT/SEC	STANDING
Departure	Briers	136	2	34	52	8994.4	2	29	54.4	1
Daphne	Boecker	216	3	7	32	9178.4	2	32	58.4	2
High Adventure	Nathans	126	2	57	4	9414.4	2	36	54.4	3
Halcyon	Taliaferro	204	3	13	37	9658.6	2	40	58.6	4
Cille III	Hultsch	204	3	27	5	10466.6	2	54	26.6	5