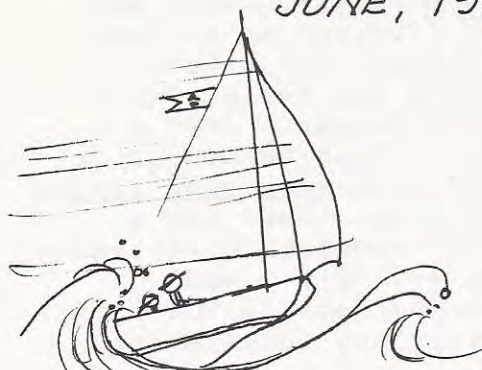
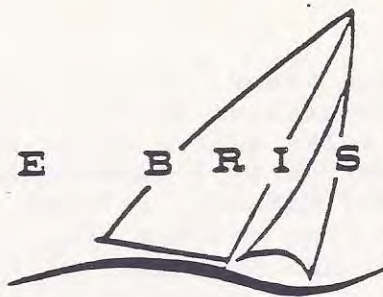


CHESAPEAKE BRISTOL CLUB

JUNE, 1986



DAPHNE



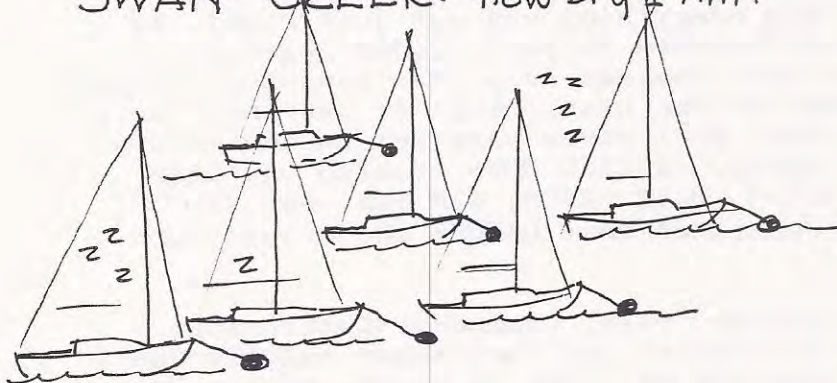
SEA WITCH



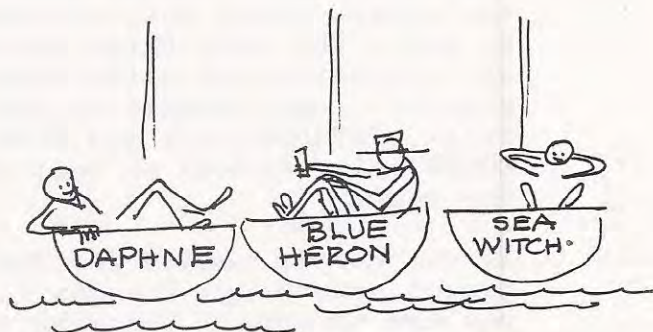
THE RACE ? (Blue Heron with anchor, High Adventure and Departure)



SWAN CREEK. "How Dry I Am!"



NIGHT FALL - "At Last!"
(a free mooring for all the above plus TARWATHIE, CHANTEY & SAVOIR FAIRE)



SUNDAY
"Up a Lazy River"

SLAPSTICK SEASON'S STARTER AT SWAN CREEK

MAY 3, 1986

☆
HOLIDAY HOOPLA AND HIJINKS
☆

Saturday May 24 dawned clear, bright, and beautiful - but breezeless ! In spite of the uncooperative weather fourteen boats anchored in Maxmore Creek to join those folks ashore on Al Gipes' beautiful terrace who drove down for a great party ! TARWATHIE, TALISMAN, HIGH ADVENTURE, CHANTEY, EASTING DOWN, NAN-SEA, PAVANNE, SIRENA from the Annapolis area, RAJAH and BLUE HERON from the Magothy, ANGELOT from Bodkin Creek, and DAPHNE, SAVOIR FAIRE, and late arrival WILD ROVER from way up in Rock Creek ! All ECHO had to do was tootle over from Oxford. Pat & Cary Dickieson & Cary, Jr., George & Janet Theall, Dick & May Wells, Jim & Dot Nissley, Shirley & Bill Kirby, Shirley & Hunter Kennard, Jeff & Carolyn and three Serfass siblings (Andrew's Bristol Club Debut!) took the speedy way down by auto. Bette Botzler arrived with very good friend Richard McIntire, and to match the gleam in their eyes, there was a gleam on Bette's finger ! There will be another CBC wedding in September of this year (Jim & Marilyn you started something !). Bill & Anne Sieling sailed part way down, then borrowed wheels to come to the party! They were headed for the James River and a leisurely two weeks aboard WHIM ! Lucky pair !

Al Gipe, with the aid of two lovely friends, had two grilles with glowing coals, coolers of ice, beer, a water taxi, and a beautiful lawn for the junior members of the club. That new thing at one end of the terrace turned out to be a spa ! And after dark there were several delighted folks reclining in the bubbles ! Heidi, Poochini, and Jumper helped with the cleanup before they left the party. EVERYONE, from us "old-timers" to toddlers had a great time !

On Sunday seven brave captains headed out to the Choptank to see what the race committee had cooked up for them. After a "Patriotic" start with a snafued sequence of red, white and blue flags(?... looking very much like T-shirts and... would you believe? a half slip!) the boats rounded the first mark and were instructed to HEAVE TO! (not heave, dummy!!) for fifteen minutes. Avast! Where's me Chapman? quoth many a captain! When all was in order the captains had to leave the helm and fix drinks for the crew... hoping everything was set just right. At the second mark, which had to be rounded to port....360 degrees!.... the racers found lots of boats from another race also rounding the mark to port. The only thing missing was the brass ring! At the third mark all headsails and mains came down, sail cover were put on and motors started.. and chugged to the finish. EASTING DOWN crossed the line first, PAVANNE next and ECHO third. BLUE HERON, NAN SEA, and WILD ROVER all finished as well as committee boat DAPHNE who brought up the rear.

As the racers headed for San Domingo Creek, Commodore Outerbridge forgot something! The Chart.. (a type of map that shows exactly where you are aground!) Boeckers to the rescue, then on to the party. Don and Ann Taylor dropped anchor and a raft of ten formed with TARWATHIE, TALISMAN, HIGH ADVENTURE and SIRENA joining the racers. WILD ROVER crew Neil Keegan and his friend forgot their chart too and had a three mile hike for an ice cream cone. The two weren't up the creek without a paddle, but up the wrong creek! Julie Burka took a tumble between two boats, was promptly retrieved, but took a rap on the chin. We're all relieved that she wasn't hurt, but it was a sobering reminder that life on a boat requires vigilance and caution. Top Dog Heidi was lonely without Poochini and Jumper to intimidate and had no interest whatever in Top Cat Gus.

In the afterglow each rafter swung to its own anchor.. and it was a peaceful and perfect end to a wonderful day.

There is an extension of this technique which can be enormously useful if it is vital to make some ground to windward but the boat has been going too fast under minimum workable canvas and giving everyone a horrid time. If the jib clew is brought amidships using both sheets and the helm is allowed to swing free, or sometimes lashed centrally, the boat will work gently to windward going much more slowly and making a little more leeway. The golden bonus is that no one has to steer. Any decent boat will sail herself to windward when set up like this. You may only use this procedure once in a blue moon but when your main concern is merely to maintain slight weather progress, the weather is nasty, and nobody wants to sit out in the rain and spray, it is a real winner.

It would be a mistake to think of heaving to merely as a heavy-weather tactic. It can defuse almost any situation which is starting to smell of drama. For a weak crew heaving to can be the difference between reefing a docile mainsail on a stationary boat and trying to shorten down on a foredeck covered in spray and plunging to windward.

When it's time to change a jib there are far more volunteers for the foredeck if the boat is first hove to. The vessel is stopped, curtseying gently to the waves, the jib is asleep with air in it rather than thundering away with the sheet off. If the halyard is released the sail can be pulled down almost all the way before there is any need to ease the sheet. Relieved of the pressure of the jib the boat may try to luff once but she probably won't make it because she is stalled in the water. She may need a little help from a helmsman in this case, but at least she'll be lying there quietly, not pitching and tossing.

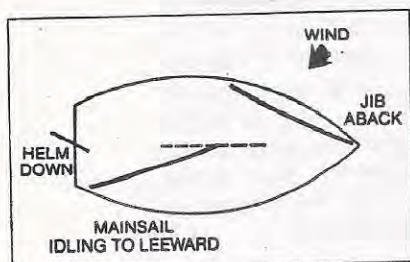


Figure 1. When properly hove to a yacht's jib is aback, her main is trimmed and her rudder is set to windward.

Figure 2. If the seas permit, heave to by tacking without releasing the jib. If not, haul the jib clew to windward.

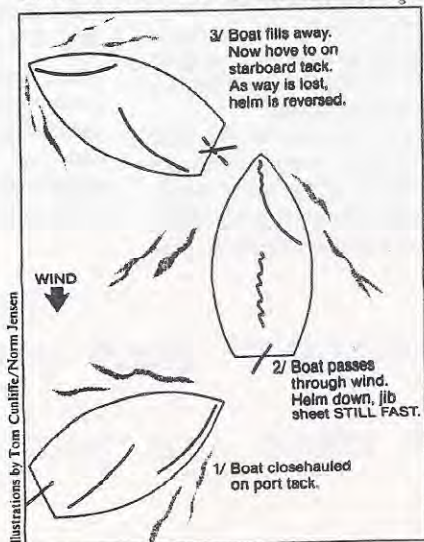
If the boat is daysailing in even moderate weather the cook will be thrilled if lunch is taken hove to. No one has to steer. The salad stops falling over. And you can enjoy a view of other crews trying to scrape their sauce béarnaise from under their cockpit gratings as their boats roar by.

At sea, in a boat with a lively motion, heaving to at twilight for 15 minutes will remove any excuse the navigator may have if he's missed his stars. The skipper can now stop the fellow's beer with a clear conscience for he has been given every chance.

Arriving at a strange harbor four hours before dawn there are three choices, assuming anchoring off to be impossible: You can go in with a fair chance of hooking a lobster pot or hitting an unmarked wreck; you can stand off and on with people steering and watchkeeping, or you can put one malefactor in the cockpit with a beer and a pack of cigarettes, neave to, and turn in until morning. There seemingly is no end to the uses of heaving to.

Lest too much is expected or too little achieved it should be understood that different types of boats will behave differently when hove to. When it comes to stopping at sea the finest vessels in the world are straight stemmers with a good draft forward (see Figure 4A, page 119). Typically, the English working boats were this shape. The deep forefoot takes a firm grip on the water and the gaff mainsail carries its area a long way aft. A boat of this type will point high when hove to and will also make very little leeway. In a full gale a 30-ton pilot cutter will lose less than 12 miles a day when properly hove to.

The more modern boat suggested by Figure 4B (page 119) has far less lateral resistance when stationary. This means that it will make more leeway than the longer-keeled vessel. Because of its cutaway forefoot it will



Illustrations by Tom Cunliffe/Norm Jensen

also be more easily knocked off the wind by the waves. Leeway for a 35-footer can be as much as one-and-a-half knots in heavy conditions and the boat will tend to lie beam on. Fortunately both these problems can be attended to by careful attention to sheets and helm. It may be preferable in bad weather to arrange for such a boat to forereach slowly. This will cut leeway, sometimes to nothing, and will help her to point up.

In very small cruising boats, the shifting of live ballast—crew members—may upset the balance of forces that keep the boat “in the groove.” If helm and sheet adjustments can be made from the companionway, the skipper can then avoid any adverse effects caused by moving his own weight after he has the boat settled down.

Many vessels can only achieve the necessary equilibrium to heave to with at least two sails up, but some are able to lie to in storm conditions showing only one small sail to the wind. Big straight stemmers will usually settle with a reefed staysail and the helm down. The position of the clew will vary with the day but generally it is amidships or even a little to leeward. The boat lies beam on or points up a little.

More than one boat with a spoon bow, round forefoot and long keel has proved her ability to work slowly to windward with a trysail sheeted hard in and the helm lashed about half down, while yachts with cutaway bows and higher freeboard are knocked off too easily for this to be a usable option. The variations are endless.

The important thing is to understand the principles and then go out and have fun experimenting on a breezy day. The ability to stop a boat should be a vital part of a seaman's art. It is of almost daily use as he knocks about in boats. One day, half way to Bermuda, it could change his life and the life of his crew. □

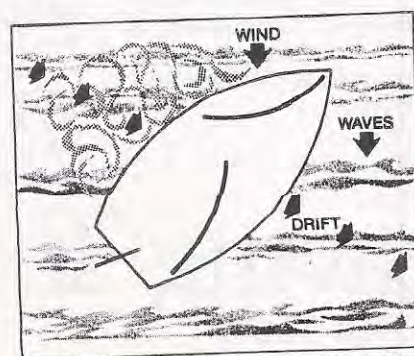


Figure 3. Normally the yacht will drift to leeward; her forward progress is controllable by varying sail trim.

To heave a boat to means to stop her progress through the water and to maintain her position while still under sail. Before the advent of modern "leakproof" hulls, Dacron sails, and synthetic cordage, boats were much more vulnerable than they are now. Nobody went offshore in the 1930s without the knowledge of how to heave to and the readiness to do it in good time. Failure to do so would frequently result in the sort of gear failure that is rare today, but even the modern boat ultimately reaches the point when it must either stop, turn downwind, or break something.

Unless a boat is crewed by macho he-men impervious to seasickness and with something to prove, her crew will usually reach quitting point long before the ship does. For this reason, to heave to in a strong breeze from

forward of the beam is an option often taken by experienced skippers, purely to give the crew a rest. But many a fine vessel has been saved from gear collapse by the decision to put the helm down to leeward and make the banging stop.

In addition to gale survival, knowing how to stop your boat in rough weather can permit you to prepare food, take simultaneous star sights, and perform a variety of other useful tasks that would otherwise be difficult or impossible. Before considering these, however, let's take a look at the mechanics of heaving to.

Figure 1 shows a sloop hove to in the classic position. She is pointing about 45 degrees off the wind and she is effectively stationary. What is actually happening is this: The jib, being held up to windward, pushes the ship's head off. As she falls away the main begins to fill and tries to drive forward. The helm, which is lashed down (that is, with the rudder pointing to the windward side), tries to push the boat head to wind. As she comes up the jib pushes her off again, initiating an endless repetition of the cycle. In practice, the amount of swinging about is pretty small and the boat will take up the attitude that suits her and stay there.

The beauty of the system is that no matter how the boat is knocked about by the waves, the equilibrium of sails and rudder is such that she will always return to her chosen attitude. The whole set-up is self-regulating so that if the bow is knocked right downwind by a wave, putting the wind temporarily abaft the beam, the effect of the jib is lessened and the main and rudder take over. They drive and round her up until the jib delivers its full push and there you are back again.

There are two main ways of heaving to. One is to haul the jib to weather and gently ease the helm down so she loses way gradually. Once the boat is in a close-hauled attitude with the jib on the weather side she will have to stop. It's important to put the helm

down carefully because if it is simply shoved down at six knots the boat may tack herself in spite of the jib being on the windward side. The trouble with this method is that some unfortunate is landed with the job of hauling the jib clew across the boat. To avoid this it is usually easier to use the second method, shown in Figure 2 (page 79): With the boat sailing close hauled, simply tack the ship but *don't*

touch the jib sheet! If it is kept fast the sail will be automatically backed as she comes onto the new tack. After going through the wind let the boat lose way, then lash the helm down (tiller to leeward, wheel to windward). You are hove to.

Sail balance is critical to the success of heaving to. Any sail toward the stern of the boat, main or mizzen, will help her point up. Any headsail aback will hold her head off. In a modern masthead sloop it is not going to be satisfactory to heave to under a large overlapping genoa. Apart from the spreaders doing an expensive job on the leech as it lies against them, it will be too powerful to balance the boat. Ideally headsails should be less than 100 percent of the foretriangle for the boat to heave to effectively.

Once the boat is hove to the first thing for the skipper to do is to have a look at how she is lying to the wind. His control over this is considerable. Some boats are more amenable to per-

suation than others, but, in general, if she is lying beam-on then she can be pointed up by easing the jib back toward the leeward side, bit by bit. Some craft like the main pinned in as close as possible, but because this stalls the sail, it sometimes helps to ease the sheet off a little to help the sail draw. The possibilities for adjustment are infinite but the thinking sailor will soon sort out what is best for the conditions.

After the ship is lying to his satisfaction, the skipper's last task before going below for coffee, or to abuse the crew, or just take a nap, is to make a check on his drift. Figure 3 (page 79) shows that this is usually across the wind and a little to leeward, but it can vary enormously depending on the type of boat. Whatever she is she will be leaving a clearly discernible "slick" as she works sideways in her stalled state. Take your hand-bearing compass and get a bearing on that slick's direction. This is where you have

come from. To find where you are going you need the reciprocal, so add or subtract 180 degrees and that is your drift "heading." It will be very different from the ship's heading shown on the steering compass. Since you can make a fair guess at your drift speed and you know your drift heading you should be able to work up an estimated position from time to time.

A word of caution is in order here. If the boat is pointing very high when hove to there is a remote possibility that in heavy weather she may fall backwards off a steep wave and damage her rudder. If conditions make this seem at all likely then a little protective fiddling is in order. By easing the weather jib sheet and setting up the leeward one to balance it, most boats can be induced to move a little ahead as they drift. This is known as forereaching. It may be necessary to bring the helm up a little from the hard-down state to help her on her way. Once the vessel has a little forward motion (one to one-and-a-half knots should be enough) she will be far less likely to luff to a wave and fall back on her steering gear. Again, sheets and rudder are juggled to achieve the desired result.

Heaving To

TOM CUNLIFFE.

EXCERPT FROM AN ARTICLE BY

(WE THOUGHT LOTS OF US COULD USE THIS!)

(2)

INSTRUCTIONS FOR THE COVE POINT TWILIGHT RACE - JUNE 7, 1986

RENDEZVOUS :If the winds are so gracious as to allow. Perhaps a champagne brunch.

START LINE :Between the Committee boat's mast and "77" off Tolly Point.

COURSE :South down the Bay to BW "CP" Mo (A) leaving it to starboard then North to the finish.

FINISH LINE:If a Committee boat is on station, a yacht will finish between it and "77" off Tolly Point. If no Committee boat is on station, a yacht will finish when "77" is within 50 yards and upon crossing a line extended 280 degrees magnetic from it.

DISTANCE :56 nm

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

NOTE :Hoisting of flag takes precedence over horn and time of day.

TIME LIMIT :24 hours. One yacht finishing within the time limit makes a race valid for all yachts.

SPECIAL INSTRUCTIONS:

- 1) State your intention to race by sailing past the Committee boat's stern prior to starting.
- 2) Fly a white flag (approx. 12"x12") from the backstay.
- 3) Working jibs and genoas only. No spinnakers, drifters, staysails, flashers, etc. No foresail combinations - one headsail only.
- 4) Racers must give way to commercial shipping. Violators are subject to disqualification.
- 5) 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.
- 6) If no Committee boat is on station at the finish or the Race Committee is absent from the rendezvous, call in your time by Wednesday night following the race. Phone either Fred Hixon, Bill Flynn or Dick Boecker.
- 7) 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.
- 8) All entries are strongly encouraged to adopt those safety measures for night sailing that are required under all sanctioned racing programs. This includes radar reflectors, lighted horseshoe buoys, and harnesses as a minimum. If anyone is interested in finding out what the current standards are, please ask a Committee member where the information might be obtained. Remember, the safety and well-being of crewmembers is a responsibility born by the skipper.

COVE POINT CHALLENGE !

JUNE 7, 1986

(3)

INSTRUCTIONS FOR THE RHODE RIVER RACE (RACE #2) - JUNE 14, 1986

RENDEZVOUS :In the Rhode River due west of "7", Fl G 4 sec.

START LINE :Between the Committee boat's mast and "77" off Tolly Point.

COURSE :Leave to starboard C"1", 1.1 mile SSE of Hacketts Point.
Leave to starboard R"78", 2 miles SSW of the Bay Bridge.
Leave to port R"2", 0.6 miles NNE of "77".
Leave to starboard W OR N"N", North end of the measured mile.

FINISH LINE:If a Committee boat is on station, a yacht will finish between it and "73" Fl G 4 sec. If no committee boat is on station, a yacht will finish when "73" is within 50 yards and upon crossing a line extended 310 degrees magnetic of it.

DISTANCE :13.2 nm.

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

NOTE :Hoisting of flag takes precedence over horn and time of day.

TIME LIMIT :5 hours. One yacht finishing within the time limit makes a race valid for all yachts.

NOTE :The race can be shortened at any turning mark. In that case a yacht will finish between the mark and the Committee boat from the direction of the previous mark. Keep your radio tuned to channel #16 for instructions.

SPECIAL INSTRUCTIONS:

- 1) State your intention to race by sailing past the Committee boat's stern prior to starting.
- 2) Fly a white flag (approx. 12"x12") from the backstay.
- 3) Working jibs and genoas only. No spinnakers, drifters, staysails, flashers, etc. No foresail combinations - one headsail only.
- 4) Racers must give way to commercial shipping. Violators are subject to disqualification.
- 5) 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.
- 6) If no Committee boat is on station at the finish or the Race Committee is absent from the rendezvous, call in your time by Wednesday night following the race. Phone either Fred Hixon, Bill Flynn or Dick Boecker.
- 7) 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.
- 8) If you are leading and time is short, please notify the "trailers" that you finished, or did not, within the time limit. Don't make your friends sail and wonder while you motor to the party.

ROCK AND ROLL ON THE RHODE!
JUNE 14TH.

(4)
INSTRUCTIONS FOR THE LADIES RACE - JUNE 28, 1986

RENDEZVOUS :The Corsica River, West of R N"4".

START LINE :Between the Committee boat's mast and BW N"12B" 1.0 miles NE of Baltimore Light.

COURSE :Leave the old Love Point Light to starboard.
Leave the following Chester River Buoys to port:
C"3", R"6" Fl R 4 sec, "9" Fl 4 sec, R"12" Fl R 4 sec

FINISH LINE:If a Committee boat is on station, a yacht will finish between it and N"14". If no Committee boat is on station, a yacht will finish when N"14" is within 50 yards and upon crossing a line extended 075 degrees magnetic from it.

DISTANCE :12.9

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

NOTE :Hoisting of flag takes precedence over horn and time of day.

TIME LIMIT :5 hours. One yacht finishing within the time limit makes a race valid for all yachts.

NOTE :The race can be shortened at any turning mark. In that case a yacht will finish between the mark and the Committee boat from the direction of the previous mark. Keep your radio tuned to channel #16 for instructions.

SPECIAL INSTRUCTIONS:

- 0) A Lady must be at the helm at ALL times for this race, except that if there is only one on board she is allowed relief by any crewmember for visits to the head only.
- 1) State your intention to race by sailing past the Committee boat's stern prior to starting.
- 2) Fly a white flag (approx. 12"x12") from the backstay.
- 3) Working jibs and genoas only. No spinnakers, drifters, staysails, flashers, etc. No foresail combinations - one headsail only.
- 4) Racers must give way to commercial shipping. Violators are subject to disqualification.
- 5) 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.
- 6) If no Committee boat is on station at the finish or the Race Committee is absent from the rendezvous, call in your time by Wednesday night following the race. Phone either Fred Hixon, Bill Flynn or Dick Boecker.
- 7) 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.
- 8) If you are leading and time is short, please notify the "trailers" that you finished, or did not, within the time limit. Don't make your friends sail and wonder while you motor to the party.

POUR LES FEMMES !

VIDEO ANYONE ?

Dear Fellow CBC ers:

If you're like me and you have bought a VCR but just can't bring yourself to shell out \$50 apiece for some of those great sailing videos now available you may like this idea:

Let's form our own video club. For a fraction of a video's cost we can share it. If we get, for example, 30 participants and each contributes \$10, that would allow the purchase of 6 videos @ \$50 (\$300) They could be shared by UPS with a waiting list of names on each tape. Each tape would be sent to the next name on the list.

Some of the tapes I'd like to see:

- The Ultimate Challenge (1982-83 BOC around the world single handed race)
- The Shape of Speed (North Sail's trim tips)
- Bermuda Overboard!
- 25th Defense (America's Cup loss)
- Airborne (Atlantic crossing, W.F.Buckley)

Like it? Want to comment or refine? Participate?
Drop me a note or call: 215/968-8949

Michael G. Nathans
103 Liberty Drive
Newtown, PA 18940

BONKERS
has moved
from Port
Annapolis
to Whitehall
Marina.

WELCOME

NEW
MEMBERS:
BRUCE &
MARIANNE
WILSON
AND
ARNOLD &
DEE
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DENNIS L. GOWIN
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FALLS CHURCH, VA. 22043

JUDY & TOM TAYLOR
514 CULLER AVE
FREDERICK, MD. 21701

PHONE:
301/695-7208

DON & ANN TAYLOR
131 W. FOURTH ST.
BETHLEHEM, PA 18016

GALS! TAKE COMMAND! COAX YOUR CREW
AROUND THE COURSE... AND THEN COME
CONVENE IN THE CORSICA... WHERE WE
WILL CONTINUE OUR CONVIVIAL CBC CRUISE
WITH A CHEERY COCKTAIL HOUR UP THE CREEK!

NON RACERS PLEASE HEAD UP THE CHESTER TOO
ON THE 28 TH OF JUNE 1986.

Let's drink a toast to the CBC folks on the high seas! Jack Keegan
aboard a Navy Yawl training cadets in finer points of seamanship and
who will be at the base of Miss Liberty on the 4th... and to the
Captains and Crews of TALISMAN and SIFENA who are competing in the
fleet to Bermuda.

"Here's to fair skies, fantastic winds, and
the repeal of Murphy's Law."

JUNE 14, 1986

THE SECOND EPISODE OF THE SOGGY SAGA

"WATER WAR II: BALLOON BATTLE"
(WITH A LACROSSE TWIST)

SCENE! RHODE RIVER

CAST: CAPTAINS AND CREWS OF:

SERENITY

RAJAH

NAN-SEA

EASTING DOWN

WIND MISTRESS

CHANTEY

MELTEMI

LUV TU

BLUE HERON

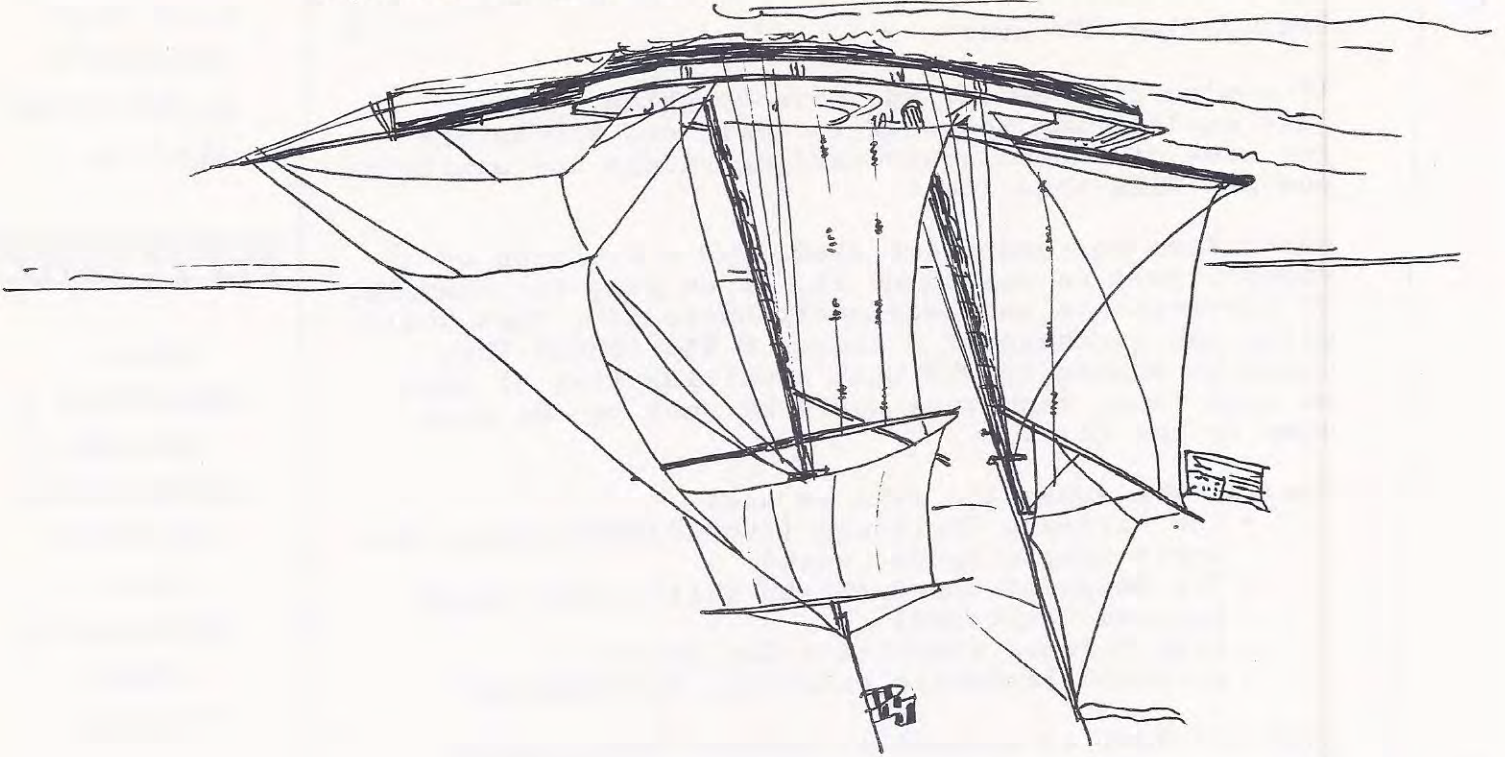
ANGELOT (IN LEFT FIELD!)

ADDITIONAL EPISODES WILL BE
Aired IF THERE IS SUFFICIENT
POPULAR DEMAND!

RACE RESULTS WILL BE REVEALED IN THE NEXT ISSUE! PATIENCE!

HAVE A **BANG** UP 4TH OF JULY

IN MEMORIAM - A GREAT LADY, A BRAVE CREW!



Chesapeake Bristol Club
4011 Thornapple Street
Chevy Chase, MD 20815