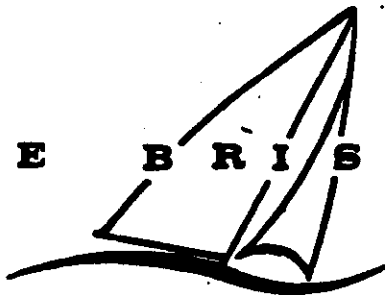




# CHESAPEAKE BRISTOL CLUB

VOLUME 14

ISSUE 6



AUGUST 1988



COME CELEBRATE  
THE DAY WHEN THESE TWO TIE THE KNOT!  
WE'LL MAKE A SUNFLOWER RAFT\*  
IN CORNFIELD CREEK  
TO WELCOME THE BRIDE AND GROOM  
AUGUST 13, 1988

\* This will be a sunflower raft. The anchor boats will be in place at 12:00 noon and the raft will close promptly at 4:30. This creek is very spacious and there is plenty of room for late arrivals or those who do not want to join the raft to anchor separately. With a sunflower raft it is best if it disperses at one time. This is tentatively set for 10:30 Sunday morning. Owing to the difficulty of breaking a single boat out, if you cannot stay with the raft overnight then please consider anchoring separately.

Each boat regardless of size is requested to set it's own anchor and back down on it hard before coming alongside. There will be two individuals who will be on the outboard boats to make sure that the raft stays balanced as it goes together. Please wait until they signal before joining and also let them know if you want to have a particular boat alongside. If everyone has an anchor down there should be no problem with where boats are except for the very largest.

Unusually long bow lines are required because of the raft shape. And the best raft is obtained when the stern lines are very taut, to the point of compressing the fenders.

COME TO THE WYE, TO SHAW BAY  
AUGUST 27, THEN JOIN RACE #4 AUGUST 28  
RENDEZVOUS IN THE CORSICA  
SEPTEMBER 3, THEN JOIN THE  
COMMODORES CUP RACE  
SEPTEMBER 4 THEN GET TOGETHER IN  
GRAYS INN CREEK

# I THINK CBC STANDS FOR CHESAPEAKE BEER & CRABS !

The annual Crab Chow Down and CBC Convention was held in the clubhouse of the Bay Ridge Civic association on July 23.. a nice hot day, but blessed with a little breeze. One by one , ten Bristol boats joined the resident craft at anchor or moorings. SOUTHERN GIRL, SAVOIR FAIRE, ANGELOT, TALISMAN, DAPHNE, AYESHA, COMPROMISE, BROAD ARROW, DELIBERATE SPEED, and a familiarlooking 35.5 with a new name... SOLITUDE, the former MELTEMI...now owned by the Holcomb family who are now our newest members!

Those members and guests who were lolling about on their boats suddenly realized that the clubhouse was full of people who were busily eating crab... at 4:30 PM! There was a big flurry of calls to Roger, our cheery Taxi driver, for rides to the feast.

The possibility of thunderstorms and rain kept everyone inside where the food was great, the drabs huge and plentiful, and the only thing in short supply was seating space! Ninety two Bristoleers and guests were elbow to elbow at the feast! Lots of folks came by land yacht.. as the weather was not the pleasantest sort for sailing. Joel and Jeanne Gross, Bill and Shirley Kirby, Al and Helen Powell, Jay and Joe Heidel with a bundle of beautiful Bristol shirts, Bill and Ann Seiling with a recent USNA grad.. their sponsoree, Dave and Cille Hultsch.. who have a new address and are now in , Jim and Dot Nissley and a pair of guests, Monty and Hilda Montgomery.. both looking fit and sporting a new/old address back on Indian Lane, Mal and Arlene Druskin, Gene and Alma Ehrlich, nine Outerbridges (including the Wilhelms), Shirley and Hunter Kennard who had hitched a ride with Henry and Alice Good on COMPROMISE, Bert and Bette Shoemaker, Dick and May Wells, Dee and Jerel Katz, Arthur and Helen Powell, Bette and Richard MacIntyre, Mike and Marcia Nathans and guests, Bruce Raymond and a lovely guest, Claude and Teresa Stripling, Fred Hixon and Linda-soon-to-be-Hixon with Jonathan, new members Noel and Carol Patterson, Beverly and Arnold Feldman, and Art and Herta Baitch and their kids. Herta took the floor to plead for signatures on a petition to try to prevent the Coast Guard from tearing down Seven Foot Knoll Lighthouse. Joining the party were our first visitors from ghe New Jersey Bristol Club... Tim and Sandy Perkins, on the last leg of their first trip to the Chesapeake.. a three week vacation to our area! Tim is Editor of the N.J. Newsletter and we hope he puts in a kid word for us up north! Great to meet you both!

On the 24th EASTING DOWN sent seven boats across the bay for race #3. The winds were rather flukey and a very strong current kind of changed the course around.. sent everyone to the second mark instead of the first one. This was just too discouraging for some so the results of the shortened race were:

DAPHNE	3:07:34
AYESHA	3:38:41
WHIM	3:46:26
SOUTHERN GIRL	DNF
THEOFIS	DNF
ANTARES	DNF
SOLITUDE	DNF

How great to see our new members joining the scramble around the buoys!

## A REPORT FROM ALMA EHRLICH....

On a sunny and pleasant dawn, Sunday, July 3, three ships headed out from Dun Cove on a course for Mill Creek at Solomans Island. AT LAST with Bette and Richard MacIntyre, SANS SOUCI with Joe Heidel and friends Dave Rowe and Charlie Waggoner, and CHANTEY with Gene and Alma Ehrlich crewing for Joel Gross, agreed to make radio contact every hour on the hour. With winds from the south it was tack after tack as the boats beat down the Bay. The resultant heeling caused problems for one particular cook as she attempted to cut an onion with a very sharp knife. After a bit of motoring at the end of the trip the party found a quiet anchorage in Mill Creek and settled down for a few drinks and some munchies. All but the MacIntyres headed for "The Lighthouse" for dinner in two dinghys...Joe's with an outboard towing Joel's. As they put-putted back to the boats in the company of good companions, after a day of sailing, and filled with good food... life seemed indeed well arranged.

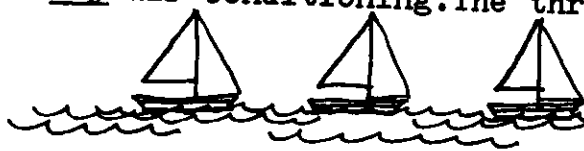
July 4, another glorious day, was a lazy one. After a leisurely breakfast plans were made for the day. Each crew went ashore separately to visit spots in Solomans including the excellent Calvert Marine Museum and the Oyster House Annex. After returning to their boats they made their way to one of the area's most beautiful anchorages, St. Leonards Creek. The crew of SANS SOUCI found it difficult to enjoy the beauty... as, in setting her anchor, the prop shaft had slipped out of engagement with the transmission. Diagnosis, difficult in the dark, was postponed 'til morn and, heartlessly leavin the crew of SANS SOUCI to worry, the rest went out to dine.

It was time for Joel's surprise! Further up the sparsely inhabited creek they found Vera's Polynesian Restaurant.. pink stucco with thatched roof, palm trees, banana trees, torches and "Easter Island" figures that glowered down the creek! This place has been called "Polynesia on the Patusent" or "Kon Tiki Tacky"... but, whatever,... the interior was eye-filling and fascinating. The food, on a scale of 1 to 10, unfortunately was about a 4.

After the fun filled evening the morning of the 5th was a busy one. Joel took his well stocked tool box to the crippled ship where three guys had spent a restless night. Deliberation brought elation as the remedy seemed simple. Joe donned scuba gear, borrowed an air tank from AT LAST, and hopped into the water to push on the shaft. Joel squeezed into position on the inboard side and soon the shaft was in place, the offending screws tightened and wired in place. This called for a celebration so some of the folks went for a swim and shower at Vera's Marina... for a modest fee.

The southerly winds and increasing heat prompted a change of plans.. so it was back to Solomans for the night and some necessary shopping.. (ice, ice, ice, and water etc.) July 6 was airless and hot so they set out northward under jib alone with the awning up for blessed shade. The boats reached their intended destination quite early(Herring Bay) so continued northward to Selby Bay off the South River.. which had considerably less water than shown on the charts.. and they remembered. After AT LAST and CHANTEY touched bottom it was off to Church Creek for a quiet night.

On July 7, an early start brought them to Spa Creek in Annapolis, a real contrast to the serenety of the other anchorages, where they dropped their hooks just above the bridge and spent time wandering around the busy port and busier streets where they shopped... and visited Fawcetts. The crews of AT LAST and CHANTEY had dinner at O'Leary's.. enjoying good food and icy air conditioning. The three from SANS SOUCI had a late night on the town.



(CONTINUED)



If you have a question about the wedding day...  
call Nancy Weber at her office 301/268-8183  
or at home 301/647-0404.

## CRUISE ... CONTINUED.

Friday found them sailing lazily around Annapolis harbor after attending to minor repairs and maintenance, when they realized that the Severn River bridge would be closed from 3:30 until 6:00 PM! It was a race to get through but they all made it and they met up in Round Bay. The raft formed in Maynadier Creek where everyone enjoyed a nice swim.. except Joel who made contact with the only jellyfish for miles! His unpleasant encounter was forgotten after dinner as the sailors, mellowed by a few "Dark and Stormys" gathered on CHANTEY to listen to...guess what!... chanteys!

Saturday was time for fond farewells after a wonderful week. Parting was a bit sad, but there were warm recollections for everyone and they all looked forward to next year's cruise.

## OUR MEMBERS RECOMMEND...

From Henry and Alice Good:  
Anyone who loves and uses  
the Chesapeake Bay should  
beg, borrow, or steal a  
copy of "Bay Country" by  
Tom Horton. It is absolutely  
enthraling and you'll learn  
wondrous things!



From your Editor:  
If you are interested in art..  
or things marine.. try to take  
in the astonishing show of  
paintings at the National  
Gallery in Washington: "Luminism",  
paintings by Fitz Hugh Lane.  
These are marine scenes, harbors,  
ships, seas and skies painted  
around 1850 and if you love  
sail you shouldn't miss this  
exhibit.

From Joel Gross:  
A new Marine Electronics supplier,  
J.B.G. Marine Electronics,  
3403 Hockett Street, Falls Church, VA  
703/280-9342. which deals with many  
distributors to get the best value and  
price..if an item is not in stock it  
can be obtained within 3 days..is a  
distributor for Ireland Tuned Tenna  
systems to double or triple your radio  
range..a dealer for Danaplug instruments,  
made in Denmark for sail or power boats.  
Everything is checked out before being  
given to the customer and installation  
is available. Everything is demonstrated  
so it will be operated properly.  
Joel adds a P.S: J.B.G. can obtain any  
item from Boat US, West Marine, E&B etc.  
and give you a better price.



INSTRUCTIONS FOR RACE #4 - WYE RIVER August 28, 1988

RENDEZVOUS: August 27 In Shaw Bay, Wye River.

START LINE: Between the Committee boat's mast and N "8", 1.6 miles SE of Tilghman Point.

COURSE: Leave to port Fl G "1" SE of Parson Island.  
Leave to starboard R "2A" Bell, 0.9 miles N of Wades Point.  
Leave to starboard N "2", 1.7 miles SE of Bloody Point.

FINISH LINE: If a Committee boat is on station, a yacht will finish between it and Bell "1", 1.1 miles S of Bloody Point. If no Committee boat is on station, a yacht will finish when Bell "1" is within 50 yards to port and upon crossing a line extended 30 degrees magnetic from it.

DISTANCE: 12.1 nautical miles.

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

STARTING SIGNALS:

- 1000 - White flag raised - 3 horn blasts
- 1004 - White flag lowered
- 1005 - Blue flag raised - 2 horn blasts
- 1009 - Blue flag lowered
- 1010 - START - Red flag raised - 1 horn blast

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

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, flashers, etc. No foresail combinations - one headsail only (except for cutter rigs).
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 note of yachts finishing ahead and astern of you.
6. If no Committee boat is at the finish or the Race Committee is not at the rendezvous, call in your time to Eric Weber, 647-0404, by Wednesday night following the race.
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 rendezvous.

RACE 4



# INSTRUCTIONS FOR COMMODORE'S CUP RACE - September 4, 1988

**RENDEZVOUS:** Sept. 3rd - Corsica River off Chester River  
Sept. 4th - Gray's Inn Creek off Chester River

**START LINE:** Between the Committee boat's mast and N "16" off the mouth of the Corscia River.

**COURSE:** Leave to starboard C "1", 0.4 miles N of Gordon Point (0.9 nm).  
Leave to starboard C "1", 0.6 miles S of Gray's Inn Point (1.4 nm).  
Leave to starboard RBC, 1.0 miles SSW of Nichols Point (0.6 nm).  
Leave to port N "14", 0.6 miles E of Boxes Point (2.2 nm).  
Leave to port N "12", 0.8 miles S of Break Point (2.1 nm).

**FINISH LINE:** If a Committee boat is on station, a yacht will finish between it and C "3", 0.5 miles E of Gray's Inn Point. If no Committee boat is on station, a yacht will finish when C "3" is within 50 yards to starboard and upon crossing a line extended 280 degrees magnetic from it.

**DISTANCE:** 11.6 nautical miles.

**TIME LIMIT:** 4-1/2 hours. One yacht finishing with the time limit makes the race valid for all yachts.

**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.

## 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, flashers, etc. No foresail combinations - one headsail only (except for cutter rigs).
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 note of yachts finishing ahead and astern of you.
6. If no Committee boat is at the finish or the Race Committee is not at the rendezvous, call in your time to Eric Weber, 647-0404, by Wednesday night following the race.
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 rendezvous.

☆☆☆ COMMODORES CUP ☆☆☆



Dear Bristol Club Members:

When we recently heard of plans to move this wonderful lighthouse we were shocked to discover that very few people had knowledge of this change. We could not bear to see it removed without inquiry and a statement of our personal feelings to anyone who would listen. We ask that members register their interest and protest to their friends and to officials of influence so that possibly in the future these lighthouses will stay on the waters. Also, we ask members who hear of plans of a similar nature happening in our Bay to notify our Newsletter Editor to keep us all informed.

Sincerely,  
Herta and Art Baitch  
484-2979

For your information:

Pasadena Residents: Delegate John Leopold-  
841-3206

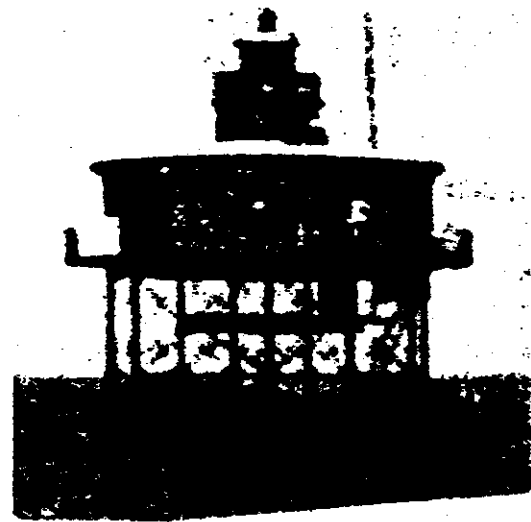
U.S. Coast Guard Commander of Plans and  
Projects, 5th District, Norfolk, Va.  
Commander John Walters- (804)398-6230

NEW ADDRESSES :

DAVE & CILLE HULTSCH  
8022 HARBOR PLACE  
FREDERICK MD 21701  
301-695-5498

'MONTE' & HILDA MONTGOMERY  
115 INDIAN LANE  
HILLSMERE SHORES  
ANNAPOLIS, MD 21403

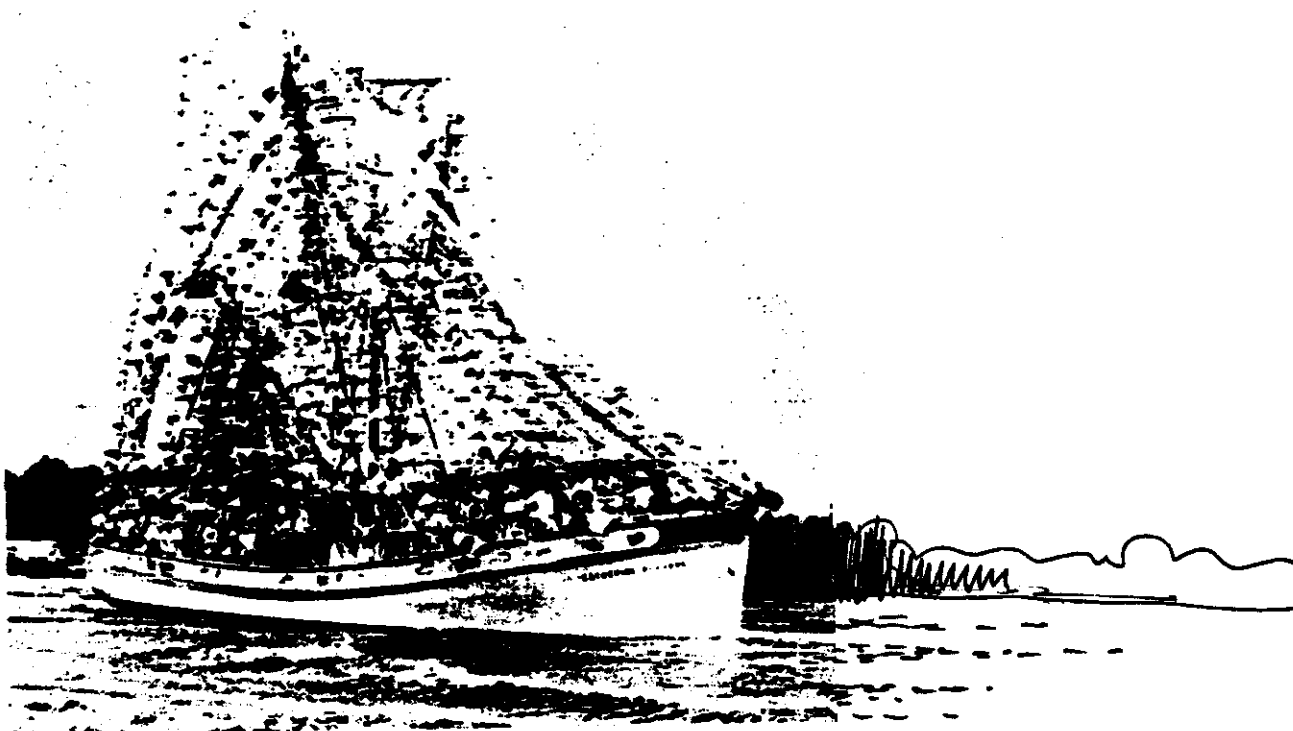
next month! News from the Bristol R.I.  
gathering!  
DID AYESHA MAKE IT  
AROUND THE  
PENINSULA?  
WE'LL FIND OUT!



SEVEN FOOT  
KNOLL  
LIGHTHOUSE

ALERT

Chesapeake Bristol Club  
4011 Thornapple Street  
Cherry Chase, MD 20815



~~FULL~~ OVER DRESSED SHIP - BAYOU STYLE !