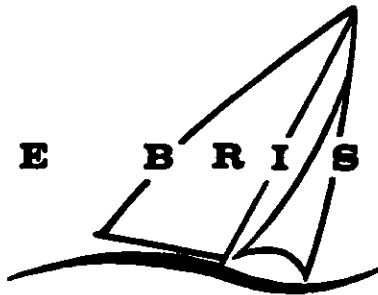




# CHESAPEAKE BRISTOL CLUB

VOLUME 15  
ISSUE 4



JUNE/JULY 1989

Our fifteenth cruising season got off to a wonderful start as, in spite of not-so-hot weather reports, sixteen boats made their way to Purdy Point for a big social hour raftup on May 13.

TALISMAN, CHANTEY, BLUE HERON, PAVANE,  
BROAD ARROW and DAPHNE with the Boeckers upon,  
Join us? We'd LUV TU! Tie us up fast.  
Bet it's time for a HI BALL, ...AT LAST!  
We've been EASTING DOWN this UN BEL DEE  
With SAVOIR FAIRE, as the wind was free.  
No blow from MELTEMI to scatter our fleet,  
But it's still HIGH ADVENTURE whenever we meet.  
Art and Herta hitched a ride, we knoww  
For without a boat it's hard to row.  
The rain, on a WHIM, sprinkled our heads,  
But only when we were snug in our beds.

We'll meet again soon! See you all  
at Rock Creek off the Potapsco. June 10<sup>th</sup>  
Anyone for dinner at Tall Oaks ? call 301/255-3800  
to reserve a slip...

## \* CALLING ALL HELMSLADIES \*

show off your skills and take advantage  
of those crew guys ... for a change!

YOUR RACE INSTRUCTIONS are in  
your directory! Race and join the raft  
in RHODE RIVER - June 17<sup>th</sup> & 18<sup>th</sup>

### NOTICE: TO ALL RACERS

THE COAST GUARD HAS PREPARED A FEW DELIGHTFUL (?) SURPRISES FOR YOU!  
AS YOU FOLLOW YOUR CHARTS AND APPROACH YOUR TURNING MARKS YOU MAY  
FIND YOU HAVE A ~~WAX~~ BUOY OF A DIFFERENT COLOR... OR EVEN A DIFFERENT  
NUMBER! IGNORE! FOLLOW YOUR CHART AND YOU'LL BE A WINNER!

COMING....

# MAXMORE'S MEMORABLE MEMORIAL DAY

The morning of May 27th was overcast and still and a large fleet of racers was slowly moving downwind with spinnakers flying when all of a sudden the entire fleet disappeared from view! A cold front descended from the north and blew.. and blew.. and BLEW! Several CBC ships were headed south for the Choptank and found themselves very wet, very cold, and having a wild ride on the roller coaster waves. Norm and Sandra Bogarde temporarily lost their wind surfer and somehow managed to get it back.. superb seamanship (seawomanship?). After about two hours of horizontal rain, some hail, and wind gusts to 42 knots the sky was washed clean and the rest of the sail to the party was just ideal!

Half the water in Maxmore Creek had blown out and SAVOIR FAIRE and WHIM assumed a rakish angle while BLUE HERON tied to the dock and centerboarders PAVANE and BONKERS found a spot just deep enough... but the balance of the 20 boats chose to drop the hook in deeper water around the point.

DAPHNE accounted for nine people at the party! How the heck do they get all those sailors aboard? Allison doesn't take up much room.. but we can remember when Chip was almost that small!

COMPROMISE was back from a winter in the Bahamas and the Goods are still aglow over the nomadic life. It's great to have them back on the Bay. ANGELOT, TALISMAN, and SAN SOUCI visited about by dinghy as more boats pulled into the creek. CHANTEY's Cap'n Joel brought Rich Connor as crew and guest, and returnees Dick and Sue Colton came in their HORIZON. Our host Al Gip with his assistant ex-commodore Ken Ketcham ran the launch that brought folks and their food to shore and we suspect that he put 50 miles on the motor that night! BROAD ARROW, KELLY ANN, NANSEA, EASTING DOWN and SOLSTICE joined the fleet.

Our commodore and his mate Marcia with guests nephews Brian and Kevin Goldstein were very late arrivals so HIGH ADVENTURE and good samaritan tow-boat SUN DANCER had to search for a spot! (see Mike's article) The last arrival was MICKEY after a 9 hour motor from Herrington Harbor.

Robin Sherrer, visiting from San Francisco, was a guest on PAVANE, and Marilyn Wilhelm joined her folks, Tom and Marcia for the weekend. Ken and Mary Weaver were guests on WHIM. Andy and Kathy Lewis brought four guests, their regular sailing buddies that we are likely to see much more of! Bill and Shirley Kirby drove in from Annapolis and Ken and Lila Kecham from Easton... bearing wonderful ice cream sandwiches!

There was a surfeit of superb salads and the many diet destroying desserts CBC is famous for and the smell of steaks and hamburgers on the grilles kept Heidi and Poochini very close by.

After a truly memorable evening at Al and Dagmar's lovely home, we all retreated to our berths as the chill north wind piped up again with a vengeance that night.

THE 15<sup>TH</sup> IS COMING - - - -

The Fun Race got off to a late and breezy start as Solstice, Easting Down, and High Adventure raced from Al Gipe's to the starting line where they were joined later by Echo, and began circling Mikey, the committee boat for the official, albeit delayed starting sequence. Sail selection for the various legs of the race would have been a crucial determining factor as to the winner, had the wind held up for a finish. All the racers however concluded (sooner or later) that reaching is preferable to beating if one has to rely on *either* a main or a jib. First to 'pack it in' was Echo, who motored past High Adventure advising that Easting Down was rapidly catching up. Then Solstice advised she was heading for R&R in the La Trappe. Finally, as High Adventure commenced drifting backwards, and Easting Down continued to slow down, Mike and Tom agreed that each crew had had enough fun for the day and fired up the iron jibs, and headed for Caulk Creek to join the raft. But the captains successfully served a beverage to each crew member, and fun was indeed had by all.

Joining the racers (?) in Caulk Cove were BROAD ARROW, COMPROMISE, PAVANE, DAPHNE, MICKEY and BLUE HERON. A rather spectacular visitor joined the raft for cocktail hour... a 31' Cigarette Boat, RED RACER, owned by Dave and Vivian Sherrill, friends of Ned and Fayls Sherrer. After dinner when the raft split for the night, the Webers and Kavanaughs were treated to a 60 MPH spin on Broad Creek! Whatta Ride!! That boat could make it to Annapolis in 45 minutes!

Monday was a beautiful day for a sail home and we all went home tired but happy!

## GREAT★DOINGS IN JULY

JULY - 1-2 CRUISE & RAFT IN BODKIN CREEK

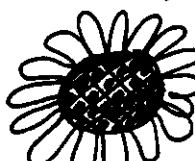
JULY 3-8 NORTHERN CHESAPEAKE CRUISE

all details and instructions in this issue - FREE!!

FLY ALL YOUR FLAGS! 

WE'RE PLANNING TO HAVE HOR'S D'OUVRES, CHICKEN AND A CHAMPAGNE TOAST FOR OUR

JULY 8<sup>TH</sup> & 9<sup>TH</sup>

ANNIVERSARY  BIG 15<sup>TH</sup>

SUNFLOWER RAFT IN SWANCREEK

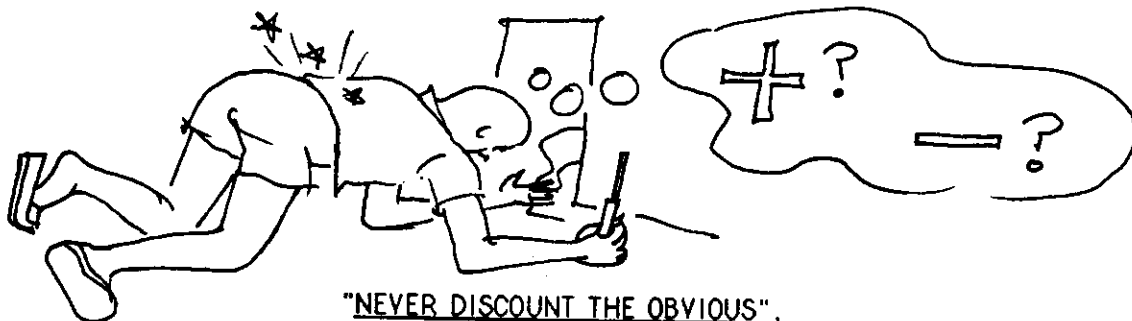
PLEASE CALL RUTH OR DICK BOECKER  
AT 301/823-1278 FOR RESERVATIONS

Bring a covered dish or desert to share  
Bring \$3.00 per person

THE RAFT WILL BE CLOSED AT 4:00 P.M. SHARP!

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★  
JULY 22 ◆ OUR ANNUAL LAKE OGLETON FEAST ◆

DETAILS IN THE NEXT ISSUE ◆



### "NEVER DISCOUNT THE OBVIOUS",

reports Commodore Mike Nathans after having High Adventure towed out of her slip, and all the way to Al Gipe's Shore Party! Mike says that when he tried to fire up High Adventure's 44 HP Universal Saturday AM, her dedicated (4 yr old) starting battery could barely turn the starting motor, despite spending the past two weeks on the AC shore power battery charger.

After eliminating the possibility of loose and/or corroded connections in the starting circuit, Mike suspected a bad starting battery and jury rigged a 12 gauge wire from the starter solenoid to the ship's circuits batteries (two 240 AH 4D Size) thinking he would power up the starter from these. Naturally, this 'jumper' arrangement failed too, because the real 'juice' (high cranking amps) necessary to turn the engine over is fed to the starter motor terminal via 00 gauge wire, a minor but crucial oversight on Mike's part.

However, this along with water laying in the engine drip pan, led Mike to eliminate bad batteries as the problem. Mike believed that a change he had made in the raw water intake plumbing this spring was possibly flooding the cylinders, and the water in the drip pan was partial evidence of this. Mike reasoned that if the cylinders were full, the starter might not be able to overcome the water pressure and turn the engine over.

By now, Hank and Seal George, owners of Sundancer had motored over to Mike's slip to offer assistance, and it was decided by CBC's newest members that the Commodore simply could not be allowed to spend Memorial Day weekend in his slip for lack of propulsion. Therefore it was agreed that High Adventure would be towed out into the Bay and hopefully be able to sail to Al Gipe's and work on the problem down there. But for lack of wind on the Bay, the tow turned into a full fledged free ride. Comments Mike, "I've never had such a fast, quiet, and economical run with the sails down!"

After about four hours of pondering the situation under tow, and having disconnected both the raw water intake and exhaust from the engine, expecting to fill the bilge from the cylinders, and getting nary a drip, Mike decided it was about time to examine the batteries a little closer. To his surprise and alarm, he found the starting battery to be hot. A radio conversation with Hank describing this finding concluded that the battery was most likely short circuiting itself internally because of a leaking cell. Ready to toss the damn thing over the stern and give it the deep six, Hank further advised that Mike had better have his environmental impact reports in order first.

After about another hour's worth of reflection, Mike realized that he had not truly connected the ship's circuits batteries to the starter earlier that day. A re-routing of the starter motor wire to the ship's circuits switch the next morning served to fire her up on the first try.

Moral: If it looks like a horse, walks like a horse, and sounds like a horse, it could be a camel, but it's most likely a horse.

Welcome Aboard!

New Members

Andy & Kathy Lewis  
SOLSTICE

SUNDANCER

Hank & Seale George

Beautiful New Mylar Spider Genoa for a Bristol 32 is for sale.. Made by Shore Sails but only used a few times. 2.6 oz. Mylar, Max hoist 37.75 ft. LP 18.66 ft, # 6 luff tape. Excellent condition. \$1200 or best offer. Call Anne Bell at 301/ 889 0414.. (Bristol 32 MIZPAH)

THINK WIND. . . . BUT NOT TOO MUCH !

CBC SUMMER OF '89 CRUISE

Your Cruise Committee, Ned Sherrer and Joel Gross, welcomes your participation in the 1989 week-long cruise.

This year by overwhelming endorsement of the membership, we have chosen to go north. We hope the itinerary we have planned will provide a great week of sailing friendship and the opportunity to enjoy an area of our Bay that will be new to most of us.

Last year we had a ball and drawing upon that experience, we have planned more fun for this season and, then to top it off, we will end the week at the CBC 15th Anniversary Party and sunflower raft-up in Swan Creek.

Join us for the entire week or any portion of it. We will try to adhere to the itinerary but wind and weather will play their parts. There should be no problem making contact with the group by VHF at any time.


One final note, this is a fun, relaxed event, not an endurance contest. We have planned to provide opportunity for individual exploration, shore time at new ports of call, good food and marine services. We hope to include fun races, crew swaps and any other ideas that you care to offer.

If this is your first participation, we offer the following suggestions. Take your dinghy; borrow or steal one if necessary. Have a dodger or boom tent available. Update your charts. Stock up on spare parts, fan belts, fuel filters, water pump impeller and fuel additive to prevent algae bloom from fuel which you will be buying. Be sure your VHF is in top shape and replenish your first aid kit.

I would like to know who has a bosun's chair, cable cutter and micropress tool and will be either joining the cruise or lend their's to the committee for the cruise week. I would also like to hear from you if you plan to join us.

Thanks, Joel

P.S. Remember the upper Bay is fresh water and free of sea nettles, so be prepared to swim.

and now for a  
wonderful week  


BOATS MONITOR VHF CHANNEL 16.  
ON THE HOUR - CHECK IN ON VHF CHANNEL 68 AT YOUR OPTION

Day 1 - Sunday July 2, 1989

Sail from Bodkin Creek raft-up to Sassafras River (30 miles), Georgetown. All services available, food, fuel, repairs. Rendezvous to be decided by number of boats, weather, traffic, etc.

Emergency port: Worton or Fairlee Creeks

Day 2 - Monday, July 3, 1989

Sail from Sassafras River to Chesapeake City (20 miles) by way of Bohemia River, Elk River. Rendezvous in anchorage basi . All services available, walking tour of Chesapeake City.

Day 3 - Tuesday, July 4, 1989

Sail to Havre de Grace (20 miles). Explore the Elk River, Bohemia River, lower Susquehanna River. All services - possible fire works? Rendezvous location to be selected - recommendations please.

Day 4 - Wednesday, July 5, 1989

Sail to Fairlee Creek. All services available. (22 miles)

Day 5 - Thursday, July 6, 1089

Sail to Chestertown on Chester River. All services (35 miles). Walking tour of Chestertown. Emergency ports - all our old friends along the Chester River.

Day 6 - Friday, July 7, 1989

Lay day. Enjoy the Chester River. Possible tour of largest collection of live-steam engines in the world on Chester River.

Day 7 - Saturday, July 8, 1989

Sail to Bristol Club 15th year sunflower raftup - Swan Creek.

PARTY \* \* \* PARTY \* \* \* PARTY \* \* \* PARTY

Day 8 - Sunday, July 9, 1989

Sail home.

AND NOW THE BIG 15

150 N. MILES

÷ 7 =

21.4 N. MILES

PER DAY

@ 4 K (AVERAGE)

5.35 HOURS

SAIL / DAY

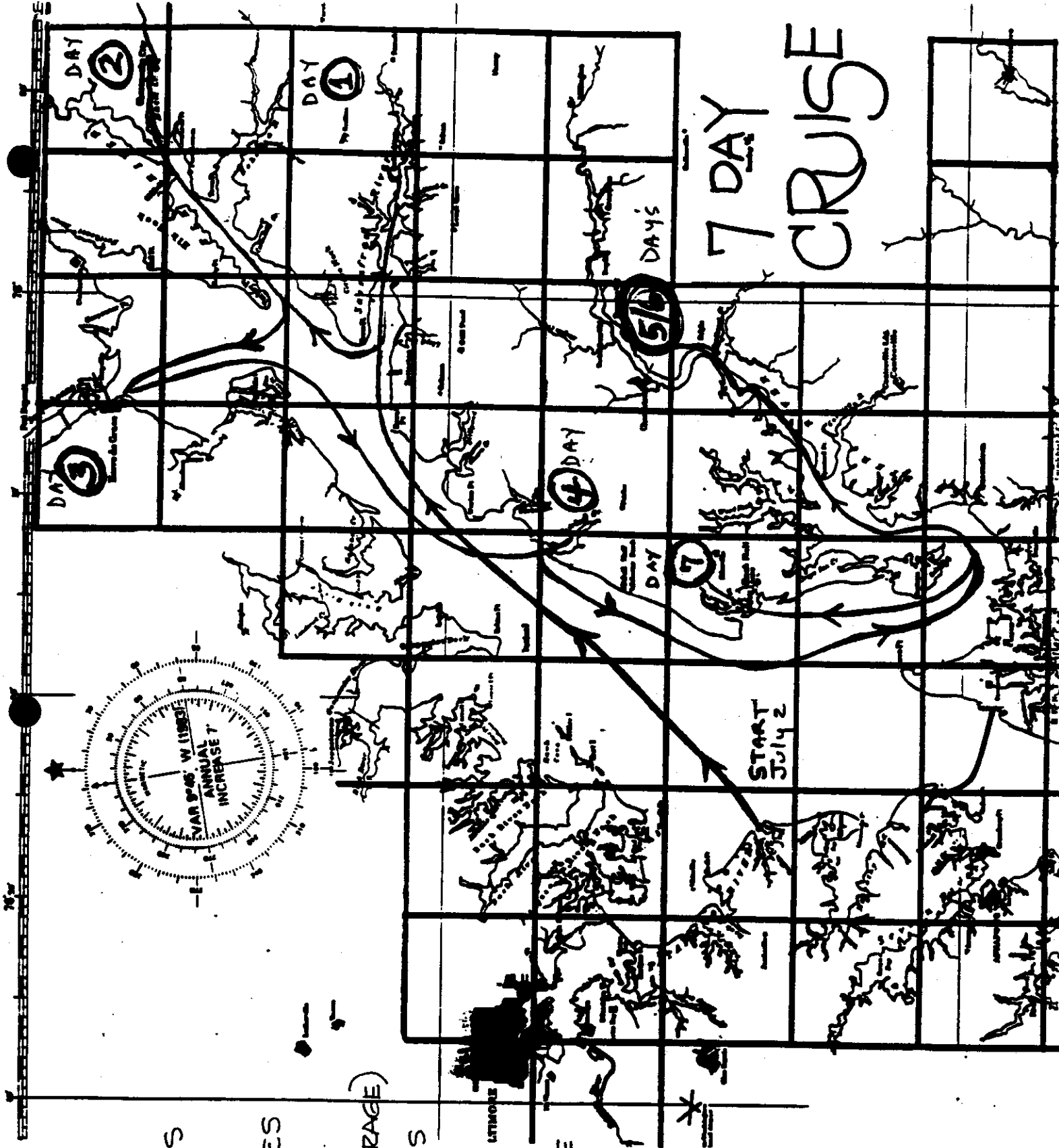
LOTS A TIME

TO RELAX

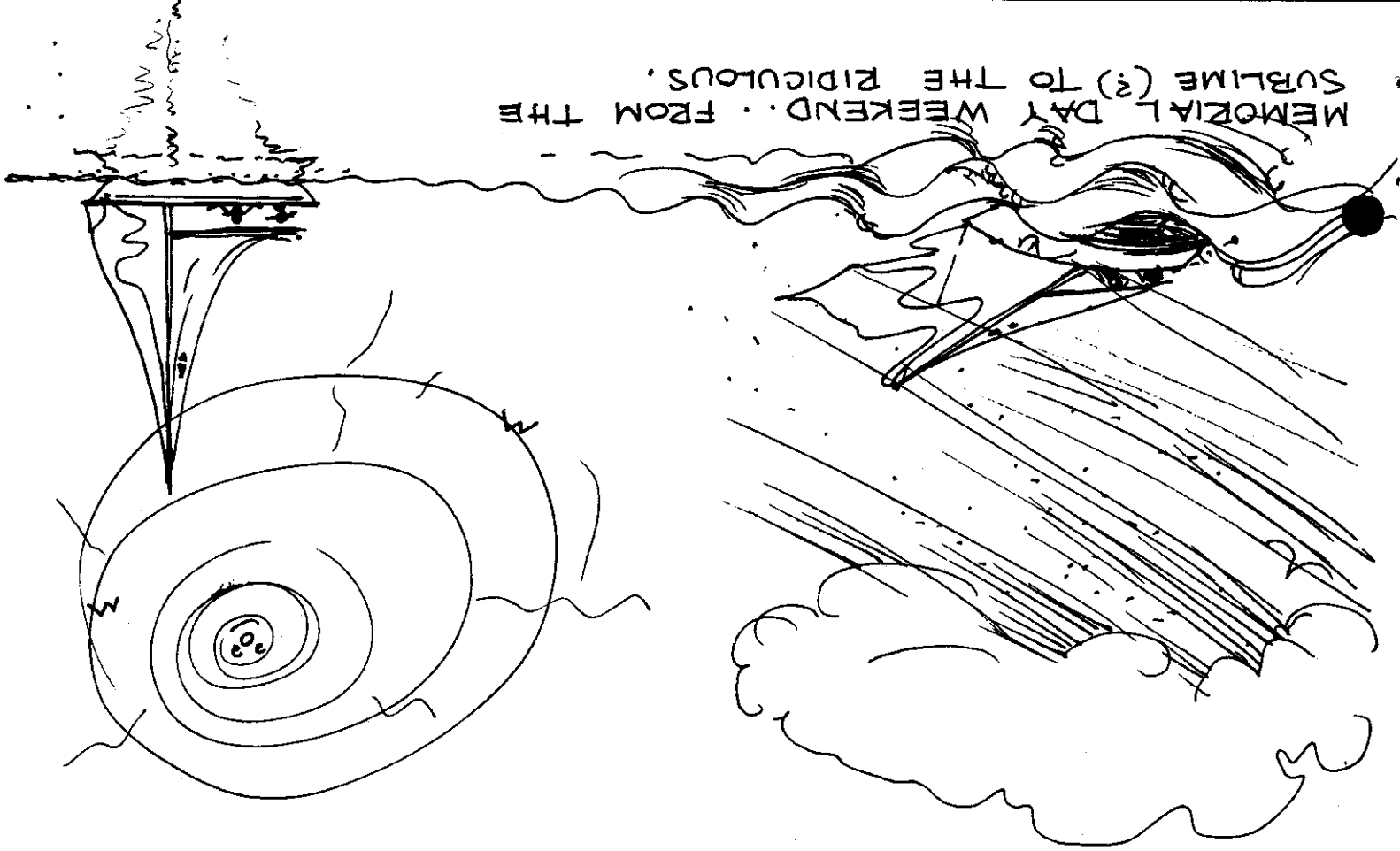
AND

ENJOY

7 DAY  
CRUISE



MEMORIAL DAY WEEKEND. FROM THE  
SUBLINE (?) TO THE RIDICULOUS.



Chesapeake Bristol Club  
4011 Thornapple Street  
Chevy Chase, MD 20815