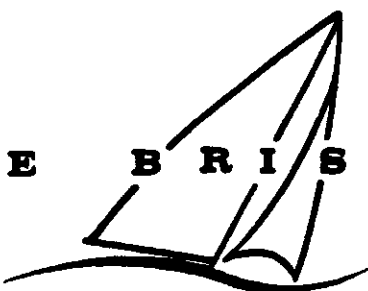




C H E S A P E A K E B R I S T O L C L U B

VOLUME 17
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MAY, 1991



What a spooky night! The fog was thick and the drive to the inner harbor of Baltimore was a surreal trip...which ended by wafting 21 floors above the city and the fog in our private spaceship. Among the festive cocktail gathering there were lots of tans in evidence. There was quite a few crews who had returned from winter junkets to the south... the Grenadines, the Bahamas, and the Virgin Islands. With the reports on these travels came the latest news from our far-flung members, the Hixons, the Goods, and the Outer-bridges. We learned that TALISMAN is being readied for another hop to Bermuda; this time a non racing pleasure junket for her crew. Ned and Fayla Sherrer were in a state of great excitement at the imminent sale of PAVANE and the purchase of a great new boat! We can hardly wait to see what they decide on! Ned had just done all he could do in the way of improvements to PAVANE.

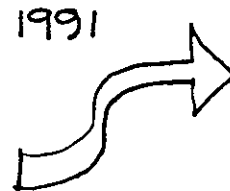
The dining room was festive in blue and white with lovely flower arrangements in the center of each table. The tiered table of hors d'oeuvres was spectacular! Crudites with dips, salmon mousse, cheses and fruits... you mean we have dinner after all this? There was indeed! A buffet as eye-appealing as it was tasty. After we were almost full to the brim, in came an assortment of delectable sweet things and food black coffee ...(to keep us awake on the long drive home..)

When everyone had settled back in their chairs participation plaques were awarded to those folks who, in 1990, had indulged in the thngs they most enjoyed... sailing and CBC get together. When this "official" business was concluded our Commodore, Larry Ament, introduced our guests; two highly travelled blue water cruisers who had taken their Crealock 37 to New England many times as well as cruising the waters of the far Northwest. "Captain" and "Admiral" Jordan gave us the benefit of their experience in planning a trip for safety, comfort, and ease, and had many great tips and 'dos' and 'don'ts' for those planning more extensive cruising. The two discussed equipment, fitting out, chart stowage, watch scheduling, food and its stowage, manu arrangements, navigational tips and requirements and much more. This was all illustrated with slide from their travels. At the end of the presentation many seemed to be filing away information for use in anticipation of more ambitious junkets of their own.

As our evening came to a close the fog had disappeared and the lights of the city, reflected in wet streets, glittered around us. It was indeed a magical setting. The captains and crews of these crafts returned home to dream of summer sailing: OSPREY, SEA WITCH, DAPHNE, RUSTY RIG, SAVOIR FAIRE, HIGH BALL II, WINDSONG, PATRIARK, TALISMAN, ANTARES, SEA HAWK, CHANTEY, SANS SOUCI, CILLE III, BRAVO II, BROAD ARROW, BONKERS TWO, SOLSTICE, ISLAND PRINCESS (also of the Jersey Bristol Sailing Club), DAME MAME, BLUE MIST, PAVANE, NAN SEA, WHIM, and ANGELOT.

It had been a very special evening.

THE FIRST FLOATING FETE OF 1991
AND AN
EASTERN SHORE SOIREE!



PRAY FOR FAIR SKIES, GOOD WIND, AND WATER THAT IS TOO COLD FOR WATER SKIERS! OUR GET-TOGETHER WILL BE IN THE BIG BASIN NORTH OF GIBSON ISLAND BETWEEN HOLLAND POINT AND PURDY POINT IN TEN FEET OF WATER. LOOK FOR THE BIG BRISTOL FLAG.

MAY 11, 1991

PHILIP & ELEANOR MEYERS
NATO Int'l Staff, PO Box 62
APO, New York, NY 09667
Phone: 322/375-1643

A CORRECTION
FOR YOUR
DIRECTORY!

WELCOME
ABOARD TO
NEW MEMBERS
JERRY & CINDY!

KARY, JERRY & CYNTHIA J.
Stuart-26
321 Saunders Drive
Wayne, PA 19087
"AFFINITY"
Bristol
RADIO: WAH 7439
Long Cove Marina, Chester River, Rock Hall, MD
RES: 215/688-3991
BUS: 215/664-9970
(CINDY)
SIZE: 35.5
POWER: 1/2/Cbd
SAIL#: 90
LP: 135%
COLOR: OffWh

KEEP THOSE CARDS AND LETTERS ROLLING IN TO YOUR CONGRESSMEN & WOMEN! THE "USER FEE" IS A BIG SHAM AND WE MUST SPEAK UP OR THEY'LL PULL A FAST ONE!

BE SURE TO KEEP MEMBERSHIP FORM ABOARD! WE MEET THE GREATEST FOLK ON THE WATER AND OUR MOTTO HAS ALWAYS BEEN 'THE-MORE-THE-MERRIER!'

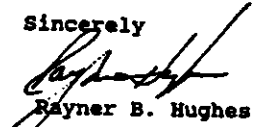
It is with a great deal of sadness that Adrienne and I find ourselves in the position of selling PUFFIN. Therefore, we will not be renewing our membership in the Bristol Club for 1991.

Although our affiliation with the Club has been a short one, we have earnestly enjoyed the few rendezvous and cruises we were able to make. The opportunity to share experiences with new found friends is one which we shall always remember fondly.

While PUFFIN is currently on the market, as you know, in today's economy this is often far from being sold. I have enclosed several copies of a specification sheet with this note. If you hear through the Club of anyone looking, I would greatly appreciate your passing it along.

Best wishes and good sailing to CBC in 1991 and the future. You are a fine organization.

Sincerely


Rayner B. Hughes

Bristol 32

"PUFFIN"

LOA 32'1"
LWL 22'
Beam 9'5"
Draft 4'7"
Displ. 10,800 lbs.
Built 1972
Hull #95
Documented

Owner:
Rayner Hughes
Pasadena, Md.
(301)255-0176

ENGINE & NAVIGATION

Universal Diesel (XP25)
Universal Gauge panel
w/Tach., Amp., Temp.,
Hour, & Alarm.
3 Blade (12"x13"R) prop.
2 - 12 volt batteries
110 volt shore power
Fuel capacity 20 gal.(U.S.)
Edson Pedestal steering

INSTALLATION

1988 (+/- 60 hrs.)
1988
1988
1990
1988
1988 (18" wheel)

Binnacle mounted compass
Knotmeter/Sum Log (Kenyon)
Depth Finder (Signet)
VHF radio (Modar Triton)

1990
1989

SAILS

1 - Main Full Batten (1990)
Doyle/Allan w/double reef
1 - Main w/single reef points
1 - 160% genoa on Schaefer furling
1 - 120% working jib
1 - Spinnaker w/pole

ANCHORS

1 - Light plow w/6'
chain & 150' rode
1 - 12H Danforth w/6'
chain & 150' rode

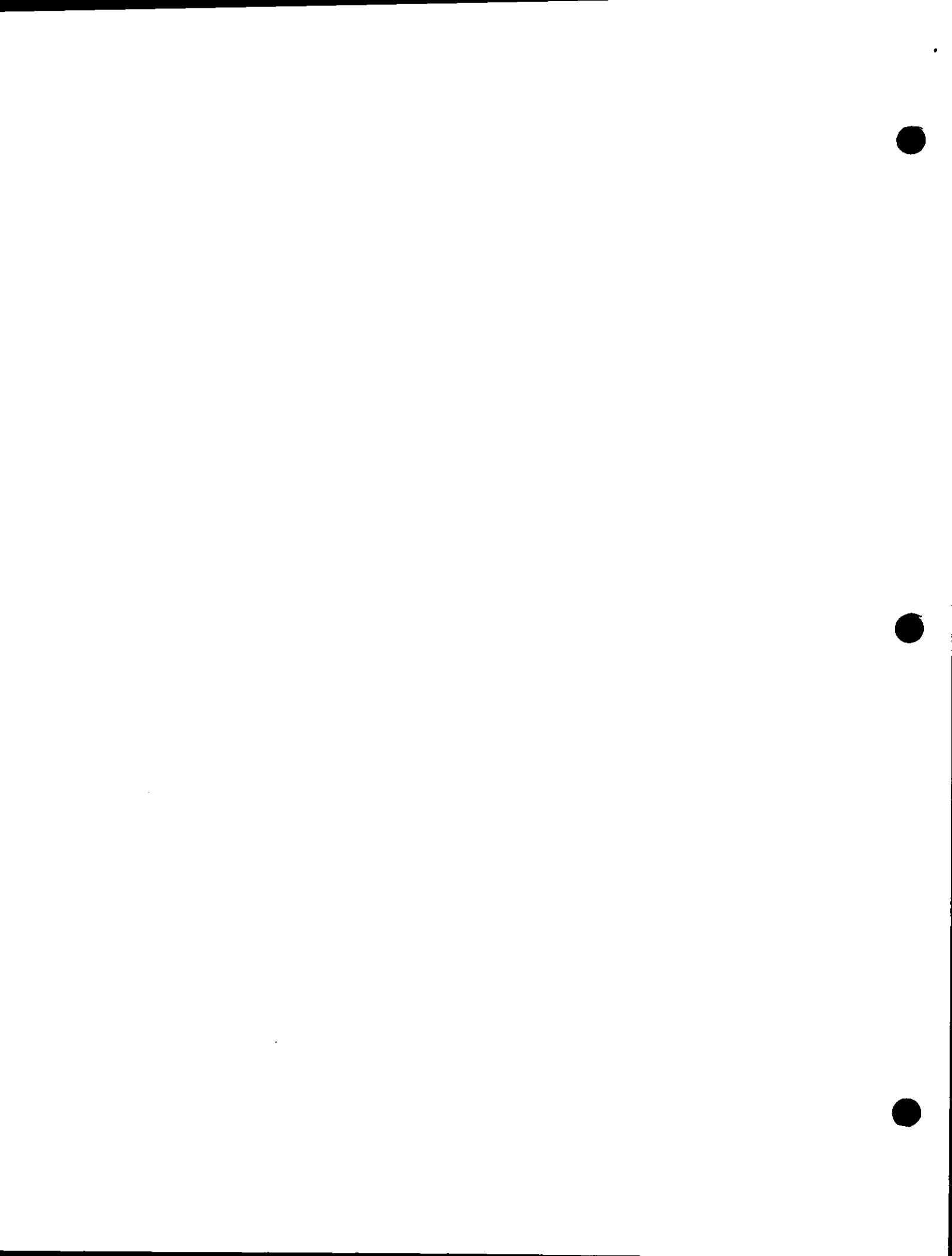
CABIN

Shipmate 3 burner alcohol stove w/oven
Water capacity 75 gal.
New Head (1990)
Brass cabin light
2 opening ports
All new cushions (1989)

EXTRAS

Cockpit cushions (1989)
Fenders, 2 large
Life cushions, 2
Bell, flares, air horn
Fire extinguishers, 2
Double life lines w/2 gates
Sun awning w/side flaps
Bos'n Chair

Dock lines
Life vests, 4
Horseshoe life ring
Swim ladder
Bilge pump, manual
Dodger
Boat hook
Additional extras



ON MAY TWENTY FOURTH STEP ABOARD YOUR BOAT
AND SAIL DOWN THE BAY SO WIDE
UP THE CHOPTANK, PAST OXFORD TOWN,
TO THE PLACE WHERE THE GIPES RESIDE.

THERE YOU WILL FIND OUR HOST AND HOSTESS
AT THEIR MANOR HOUSE UNIQUE
BENEATH THE STATELY OAK TREE BRANCHES
ON THE SHORES OF MAXMORE CREEK

PLEASE BRING WITH YOU A DISH TO SHARE
AND YOUR FAVORITE MEAT TO COOK
AND (TO KEEP G.B.C. FINANCIALLY SOUND...)
THREE BUCKS FROM YOUR POCKETBOOK.

CHARCOAL GRILLES WILL BE STEAMY AND HOT;
THE GRILLES WHERE WE WILL COOK OUR MEATS,
AND TABLES SET TO HOLD THE DISHES
FULL OF OUR SPECIAL HOMEMADE TREATS.

BENEATH THE TREES YOU'LL FIND FROSTY COOLERS
LADEN WITH SODAS, WINE AND BEER,
DROP YOUR ANCHOR OR RAFT WITH A FRIEND
AND DINGHY OR "TAXI" TO THE PIER.

CALL IT A PICNIC, PARTY OR BARBECUE
THE NAME WILL MATTER NOT AT ALL
WHEN AND WHEREVER BRISTOL FOLK GATHER
IT'S GUARANTEED TO BE A BALL!

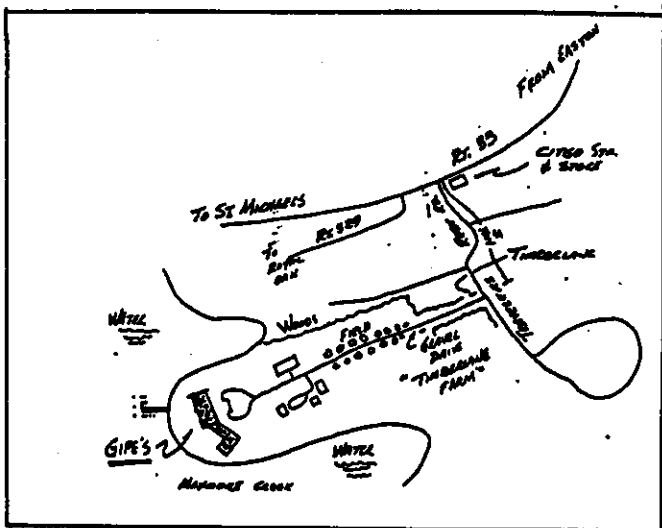
COME TASTE THE GOOD LIFE
ON THE EASTERN SHORE



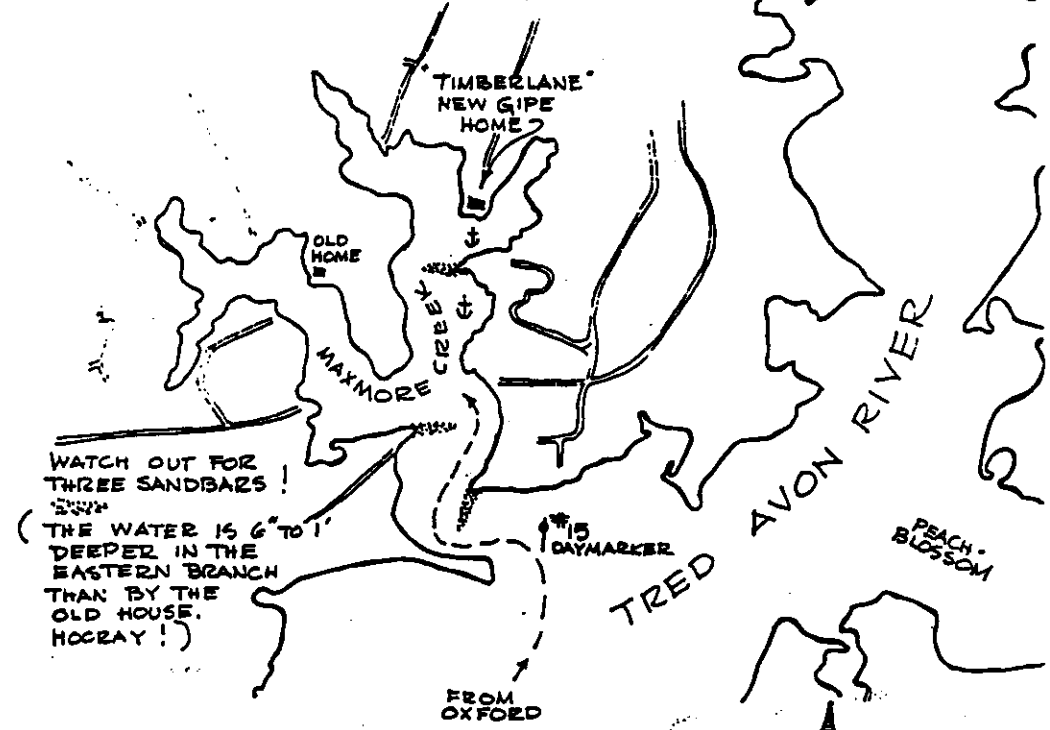
(For the second night we propose a NEW anchorage in
the Rhode River: Continue northward keeping Camp Letts
on your Starboard and we will anchor in Sellman Creek
with 7 feet MLW.)

COME EARLY AND DON'T MISS THE FUN! TURN PAGE
FOR MAP






DIRECTIONS TO THE GIFE HOME BY LAND YACHT



WATCH OUT FOR THREE SANDBARS!
 (THE WATER IS 6" TO 1' DEEPER IN THE EASTERN BRANCH THAN BY THE OLD HOUSE. HOORAY!)

TO AL & DAGMAR'S HOME BY WATER 

A NOTE FROM JAY HEIDEL:
 IF YOU ARE A MEMBER AND DID NOT RECEIVE YOUR 1991 DIRECTORY, PLEASE CONTACT ME: 301/447-6220

GET BUSY! SCRUB THAT BOAT!
 DON'T MISS THE SEASON'S START!

FROM THE LOG OF SEA HAWK...

JULY 1, 1990

If I had signed my Bristol Club application with NMI I would have meant "No Middle Initial", however I was to learn later that within the club NMI means New Member Initiation.

After the breakup of the raft on our first Bristol Club cruise we left the Rhode River for a second night's rendezvous at Oxford. The morning was calm so the trip down the bay was a light-wind-motor-sail and as we approached the Choptank a little past noon there was little or no air moving. OSPREY was ahead of SEA HAWK. Somewhere into the mouth of the Choptank at about 1500 or 1530 hours we saw a summer squall building rapidly to the northwest. Within minutes already grey skies turned darker, calm seas formed white caps and the wind grew steadily. I moved to drop sails as quickly as possible and started the engine.

In a rush to secure your boat have you ever tied your sail ties not tightly enough, or not used enough of them? Well... when the squall hit us, within minutes I found my few ties loose and my main was everywhere. Meanwhile white caps became solid foam, the skies darkened and visibility was 30 feet or so. The winds hit 50 knots and our boat was not entirely responsive to the helm. Since there had been no time to don rain gear, we were sporting totally drenched shorts and teeshirts. The temperature had dropped 25 degrees and I was cold, wet, and full of apprehension. At just about the time I thought I might be gaining control the boat was swamped by a rogue wave. I was at the helm when a wall of water hit me in the face. My glasses (prescription, -400 uncorrected) flew off into the raging sea behind us. (PLEASE do not write any advice about elastic ties or neck loops for glasses...)

At the peak of the winds and water, with no visibility, I remembered that there was shallow water to leeward, toward the south shore where the winds on our quarter were pushing us. The depth sounder reading was erratic because of the chop, and with the heavy rain and occasional hail, it was difficult to read. At about that time a call from my mate below reported water coming in both hatches and two ports. Our towel supply was very quickly exhausted.

We were running very close to "panic time" when "what to my wondering eyes did appear?" ... no .. not eight tiny reindeer... but, better yet, Red Buoy 12! Truly it was a sight to behold! It came upon us out of the mist and darkness only 20 feet away! If I could have reached over I would have hugged it.

For the next twenty minutes SEA HAWK circled Red Buoy 12. I knew that the storm would eventually subside and visibility would return...and they did. A call summoned Commodore Larry and OSPREY came back to lead this now 'blind' captain into Oxford. Only an hour or so had passed, but to us it was an hour not soon to be forgotten. We will not forget our "New Member Initiation" and we congratulate the NMI chairman That was quite a show he arranged.

Jim Country - Sea Hawk

TOM & JUDY TAYLOR ARE PUTTING THEIR BEAUTIFUL BLUE "ANGELOT" ON THE MARKET. SHE IS A HOOD 38. THEY HAVE REALIZED THAT THEY DO NOT WANT TO LIVE ABOARD AFTER RETIREMENT AND FEEL THAT A SMALLER BOAT WOULD BETTER SERVE THEIR NEEDS. TELL YOUR FRIENDS ABOUT THIS GREAT BOAT!
(WE KNEW THEY WOULDN'T GIVE UP SAILING!)

Chesapeake Bristol Club
4011 Thornapple Street
Cherry Chase, MD 20815



MAY DAY PARADE