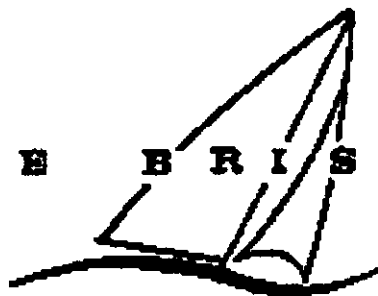




CHESAPEAKE BRISTOL CLUB

VOLUME 27
ISSUE 1



MARCH 2000

THE ROBINS have begun to appear on the lawns, and a few little tulip sprouts have poked up through the mulch, and a few CBC members have been peeking under the winter covers to see how their beloved craft have fared through the ice and snow. Now is also the time for lists of all of the boat-chores that must be done and purchases that we hope to make before once again setting out on the Bay waters. Our new Commodore hosted a lively meeting with the Chesapeake Bristol Club Board and they are now ready to propose a terrific tentative schedule of rendezvous, parties and cruises to the members at large.

To that end they hope that everyone will join in the
SPRING PLANNING SESSION
at the Bay Ridge Community Clubhouse,

**SUNDAY,
MARCH
12,
2000**

PLEASE BRING YOUR OWN BEVERAGES (AND ICE IF YOU WISH IT) AND AN APPETIZER, SALAD, VEGIE, OR DESSERT TO SHARE. _____ THE CLUB WILL HAVE READY FOR YOU PLATES, UTENSILS, CUPS, NAPKINS AND LOTS AND LOTS OF YUMMY

HOT FRIED AND ROASTED CHICKEN

1:30 P.M.

WE'LL ALL MEET FOR
"HAPPY HOUR" TO
CATCH UP WITH OUR
SAILING
FRIENDS AND THEIR
DOINGS AFTER THIS
LONG HARD WINTER

2:00 P.M.

TIME TO GET TO WORK
AND PRODUCE A
TERRIFIC CALENDAR OF
EVENTS FOR THE
SUMMER AND FALL OF
THIS MILLENNIUM YEAR.

3:30 P.M.

FEAST ON OUR
CUSTOMARY C.B.C.
GOODIES AND
THAT WONDERFUL
SAVORY CHICKEN.

Please call Adam Canalungo, our Commodore, ● 410-360-0911 or e-mail at Adamcana@aol.com by Thursday, March 9, and let him know if you are planning to join the gathering. so he will be sure to have enough chicken for everyone.

HOW TO REACH THE LOBSTER FEAST:

By Land, Head east on Forest Drive (Rt. 665) from Rt. 2 at Parole, through 9 traffic lights at which time you will be on Bay Ridge Road. Pass the Bay Ridge gates and turn left onto East Lake Drive. Bear right and go .4 mile to the sign on the left for the Bay Ridge Civic Association Clubhouse. Turn in and you will find plenty of parking.

CON BRIO, 1968 Bristol 29 available for sale. Portside dinette and starboard in-line galley including cooler, sink w/ hand pump and two burner alcohol stove.

Generous V-berth with good ventilation and light. 14 gallon holding tank w/ Y-valve. Two batteries with switch and 8 amp dockside trickle charger. Many extras. Dry winter storage since 1984; rebuilt Atomic-4 in 1997; toe rails, etc, rebbed 1998. Hood roller furling,

A solid boat, and a dream to sail.

In dry storage 'til April 5.

Additional details at

www.annapolis.net/members/farse/.

\$12, 500 Location: Severn River, Annapolis, MD.

Call Frank 410-266-6855

FRANK & SHARON ARSENAULT HAVE A BEAUTIFUL "NEW" BOAT !

Here's a great chance for some beginning sailors to get started in a great boat. Alert your kids !

We get wonderful letters

Dear Shirley,

Nov 12, 1999

Under the category of "You never know who's watching:"

On October 20 I happened to look out the window and see a Bristol 29.9 beautifully sailing down the ICW. I turned on the VHF and was delighted to hear KELLY ANN (Frank and Nancy McCabe) making a transmission. When I contacted Frank, Tom and I made arrangements to visit at Wrightsville Beach where they were spending the night. They were having a good trip and had waited out Hurricane Irene at Beaufort, NC with no problems. It certainly was good to see CBC friends!

Fondly
Judy Taylor
Hampstead NC
(just north of
Wilmington)

Hunter & Shirley,

Well, we survived the hurricanes without any damage. We are grateful. Found beautiful shells in the yard from flooding -- and jellyfish. Not perfect.

We have added to our family-a(now) 11 week old golden retriever- who won't retrieve. Her name is Lady but she's a swamp lady. Loves the swamp. She's a real joy but scared to death of the Christmas Tree. This is going to be another experience.

Cary has added to his fleet. We now have HIGHBAL, a 22' Shamrock, an 18 1/2' Escape. Can't wait til the holidays are over so we can go play.

Take a break and come on down by car or boat. We would love to have you.

Pat & Cary

A NOTE FROM THE EDITOR:
If you send me things via e-mail for publication, (and PLEASE do) please send it in Plain Text or ASCII.

I can then open it and shove it around to fit the space etc.

Mark your calendars!

The Chesapeake Bristol Club Spring Dinner will be held at Freds, in Parole, on Saturday April 8, 2000. ●

All the pertinent details will be in your next newsletter.

DOWN THE WATERWAY WITH THE KELLY ANN

Greetings from Florida. We arrived here in sunny St. Petersburg on November 22, after a 7-week (motor) sail down the Intracoastal Waterway (ICW), having left Solomons on October 3. It has been a truly interesting and exciting experience. Nancy and Frank and our two sixteen-year-old cats (Spunky and Sweetie), are continuing to adapt to extended living aboard a 30' sailboat. We've loved the constantly changing surroundings passing through the Carolinas, Georgia and Florida.

We have not yet gone "outside" in favor of ocean sailing; thus, pure sailing opportunities in the frequently narrow waterway have been limited. However, we were blessed with regular 10-15 knot winds from the northeast much of the southerly leg, allowing us to use the genoa to boost the engine. The weather has been generally good, with one notable exception. We had hoped we had timed our departure well by leaving after Hurricane Floyd had passed. However, on October 15 when we were at the Beaufort, NC Town Docks, we heard that Hurricane Irene was headed in our direction. Since forecasters were predicting a direct hit on a wide swath of both Carolinas' coastlines, we opted to stay put, remove canvass, secure lines and everything else, and wait her out. Fortunately, at the last minute she skirted the Carolinas, went out to sea and we were deprived of anything more exciting than heavy rain and 40-knot winds. We did see the effects of previous hurricanes in the Carolinas and also in Florida. Two examples stand out: The River Forest marina in Belhaven, NC lost its docks courtesy of Hurricane Dennis, and rebuilt them just in time for another knockout by Hurricane Floyd. By the time we arrived about 3 weeks later they had rebuilt again, were open for business, and were getting back to normal (such as retrieving their ice machine which had taken a 6-block swim into town, etc.). The St. Augustine, FL city marina, however, was not accepting any transients. One of the hurricanes had scored a direct hit on one of its concrete piers. It was smashed to pieces, creating an island out of the gas dock. However, we were grateful that the storms' effects on us and other boaters were minimal.

We crossed over the Florida border on November 3. At Stuart, we picked up the Okeechobee Waterway, the inland shortcut from the Atlantic Ocean to the Gulf of Mexico. Since the Kelly Ann's 47-foot mast was able to clear the 49-foot fixed railway bridge, we were able to take this shorter route and get a good glimpse of rural "old" Florida quite different from the coast. The natural scenery is varied and beautiful. Except for Lake Okeechobee itself, midway through, most of the canal is fairly narrow. When we reached the lake, we hoisted the main – for the first time since Norfolk – and had a glorious 35-mile sail on a beam reach. Making our way through the 6 locks was a fascinating experience.

We entered Mile "0" of the Gulf ICW near the mouth of the Caloosahatchee River (the western portion of the Okeechobee) and followed it north to Tampa Bay inside the Gulf Coast barrier islands. The ICW is considerably shallower on this side, the channel takes many twists and turns, and local knowledge is a real help. We experienced our first grounding of the trip departing an anchorage in Longboat Key on our last day before arriving in St. Petersburg. Anxious to arrive here (having been on water longer than the

Some terrific hints from the McCabes

Ark) the only laydays we took were on gorgeous Gasparilla Island (not only is it a beautiful place; one of the marinas was having a 60/ft preseason special!). Here in St. Petersburg, we have almost become land lubbers. As of this writing we've been at the municipal marina 2 weeks. There are a large number of liveaboards, almost universally friendly and helpful, and they present a window on a totally different culture. We attended a delicious traditional dinner at the dock on Thanksgiving Day - pot luck. The marina is right downtown, amid parks, museums and other cultural activities, and convenient to shopping by bike and bus.

After New Years, we plan to leave St. Petersburg and head southward down the west coast to Sarasota, Venice, Boca Grande (Gasparilla Island - again), Sanibel Island, Naples, Marco Island, and the Keys. We plan to head back toward the Chesapeake in April, arriving in Solomons in mid-May. We would love to see any fellow sailors if you are down this way; our cellular number is (410)-326-7929.

We benefited greatly from the help and advice of our many friends who have made this trip previously, and the following are some of our experiences and observations, for what they're worth:

- (a) The Delta Fastset 22-lb plow-style anchor with 50' of 1/4" chain and 150' of 1/2" rode has been very reliable. So far we haven't set a second anchor. Plenty of current at most anchorages, which often minimizes mud on chain and anchor.
- (b) Our Micrologic 150 GPS is very helpful in accurately gauging our speed and magnetic headings to occasional more distant marks across sounds and Lake Okeechobee. It provides accurate and graphic daily tide info for close-by locations.
- (c) Finding reliable repair persons along the way is like finding gold. We were pleased with the work we had done at Ocean Marine in Portsmouth on 2 unrelated bilge problems. We also found a good refrigeration/AC expert, Danny Martin (910)-799-9362, who operates from Beaufort, N.C. to the Wrightsville Beach/Wilmington area). In Beaufort, he quickly identified a previously misdiagnosed problem with our refrigeration. An overnight UPS delivery from Adler Barbour to his home allowed him to install a thermostat the next day in Wrightsville Beach.
- (d) Four foot 2x4's, with West Marine rubber tips, are useful to hang outside regular vertical fenders, especially going through the 6 locks across the Okeechobee.
- (e) A solid investment was in the DAHON Mariner 20" wheel folding bikes. We have ridden them often (daily here in St. Petersburg). They are stowed in bags on deck while in transit. Another was the ICOM IC-M1+ handheld VHF (indispensable for calling bridge and lock tenders and answering passing boats). We had not previously had a handheld VHF.
- (f) The ICW Chartbook (Kettlewell) and ICW Cockpit Cruising Handbook (Moeller) were constant cockpit references down the east coast, supported by Skipper Bob's ICW marina and anchorage guides and the Waterway Guide. Claiborne Young's Cruising Guide to Western Florida has been helpful for the west coast.