

THE FALL CRUISE, AUGUST 29 TO SEPTEMBER 13, HAD SOME SCHEDULE SHIFTS, BUT IT WAS A GREAT CRUISE!

This year's cruise started in Oxford with the Suydams on GALATEA, Clopps on OUR TIME. Mickey arrived with Peter on the Madden's SEA SCAPE. Margaret stayed home with Sam, who just isn't up to scampering around a boat any more. Everyone gathered for dinner on the patio of the Robert Morris Inn.

The next afternoon they sailed over to Cambridge municipal marina to explore some of the new shops and restored store fronts on Main St. A good dinner was enjoyed at "Jimmies and Sooks." Early the next morning, Mickey and Peter sailed for home. On Sunday afternoon they joined 45 Eastport Yacht Club members at "Claytons Crab House" for an interesting tour by the owner and an all you could eat crab feast. (See Bob working on a crab.)

The weather continued to be warm and breezy for our next sail to Solomons on Labor Day. After they had tied up at Spring Cove, the McCabes drove them over to the Solomons Yacht Club to join the yacht club's holiday picnic. After dinner, they were joined by the Hottles who were staying at the club. The next day, Tuesday, was a beautiful day to relax by the pool and explore the town of Solomons. Dinner that night was at the new Striped Rock restaurant.

Wednesday morning GALATEA sailed away as the Suydams returned home to get ready for their trip to France. The Hottles and Clopps continued down to Prentice Creek on the Northern Neck to stay at Mickey Doran's Bay house. Since neither captain was sure where it was and had no phone contact, the two boats waited for Mickey to come looking for them.

Great hostess and cook, Scott, was ready with dinner at their lovely home. Peter and Margaret Madden who had driven down with Scott and Mickey made it eight for dinner that night.



Chez Doran on Prentice Creek

After one night, ACOMES and OUR TIME said goodbye and headed for the Tides Inn on Carters Creek. The wind and sun was a blessing for another beautiful day. While Margaret and Scott stayed back at Chez Doran on



Bob enjoying great crabs



Mickey's dock



The Doran's garden

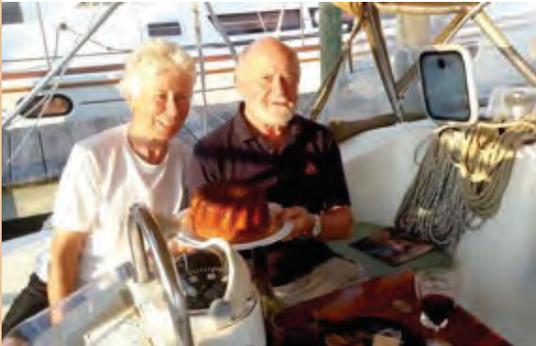


view from the Tide's Inn



The Tides Inn from the three boats

Prentice Creek, Mickey sailed, with Peter as crew, in his ketch that he keeps at the Bay house. By early afternoon OUR TIME tied up at the Tides Inn marina next to the Hottles and Mickey. That evening, Scott and Margaret drove over to join in dinner at the Inn. It was a fun evening. The Clopps stayed another night to enjoy free kayaking and laundry as well as a relaxing massage at their spa. Meantime the Hottles sailed over to Urbanna while Mickey and Peter sailed back home around Windmill Point. It was hard to believe how gorgeous the weather had been the first week. However, that was about to change on Monday. On Sunday evening we met up with the Hottles at the "Indian Creek Yacht and Country Club." The dinner at the club house was very good. Since all had decided to revise the itinerary and visit Onancock on the Eastern Shore, it was up at dawn and heading out at 7 am. It didn't take long for a change of plan. It was an quick turn back to port with 4'swells and winds up to 30 knots out on the bay. The tropical storm dumped a lot of rain for the next 3 days but we enjoyed sharing meals and exploring Kilmarnock with the Hottles. After 2 days at Indian Creek, they decided to move around the corner to Chesapeake Boat Basin for a change of scene. Both places offered the use of their vehicles ! Bob and Prue found a spa in Kilmarnock where they enjoyed an excellent facial and massage at "LaSource" It was a shame to miss Onancock and Crisfield, but they were now eager to head home. On



Will & Logan and the great cake!

Wednesday they sailed north to Solomons with strong SW winds and sunshine and arrived at the Solomons Yacht Club where they were greeted with their usual warm hospitality. The next day OUR TIME and ACOMES said goodbye. The Hottles and Clopps had been great traveling companions. They started out with strong winds that had the Clopps surfing up to 9 knots. But it soon died to 3 knots, so OUR TIME had to motor the rest of the way home. The Hottles were close behind. By 4 pm both sailboats arrived at home port. Though hot and tired they were happy to be back after a wonderful fall cruise.

CBC OCTOBER 2014 MINI-CRUISE 10/10/14 TO 10/12/2014

Baltimore Inner Harbor East -- call Marina soon for reservations: 410-625-1700

(there are other clubs planning to come to the marina at that time -
-Marty has indicated we might have 5 boats).

Mini-cruise will help us to be ready for CBC Oktoberfest by "practicing" during the start of Baltimore Beer Week which begins on the 10th. Each year, this beer festival takes over bars and pubs throughout the city. Tentative plan is to go to Gordon Biersch Brewery Friday night.

The rest of the itinerary will be mutually developed those planning to attend -- email/text Marty Suydam to RSVP text 703-405-0921

or email mjsuydam@verizon.net



ST. JOHN'S STUDENT SAIL PICNIC AND CBC RENDEZVOUS, SEPTEMBER 20-21, 2014

Last year's threat of rain and big winds on the day of the Sail Picnic was replaced this year by a picture perfect fall day—with just enough wind to allow for a sail on the Bay for a delightful group of St. John's students. When the wind dropped to next to nothing, ACOMES motoring, took their students under the Bay Bridge. They were amazed at the height! This all according to our CBC captains and mates: Mickey and Scott Doran, Will and Logan Hottle, Peter and Margaret Madden along with West River Sailing Club's Jody Gibson and crew. Ted Reinhold had arranged to pick up a group by car and drive up to the Magothy where they would board RHYTHM for the sail. Ted helped with lines and boarding kids at the City dock and there were so many boats that there were no more students for them. Alas, they had to return home alone.

Many of the Johnnies took the offered opportunity to take the helm – hopefully, more than a few of them are now “hooked” on experiencing what we all so enjoy. By 1:30, SCUDDER, ACOMES, SEA SCAPE and VASA were happily rafted up in Mill Creek for lunch with the other boats taking part in the event. The captain, Jody Gibson, and crew of VASA were friends of the Hottles from the West River Sailing Club. There were 13 boats participating in the event and most had 4 students aboard. Plans for returning the students at the end of the day were in a state of flux for various reasons (e.g. SCUDDER's engine was acting a little dicey) but the end result was that the Doran's students returned with Scott by car—and EYC boats offered to return the Johnnies that had been aboard ACOMES and SEA SCAPE to the City Dock. VASA delivered her students back earlier due to a bit of motion sickness. After many debates and conferences it was decided to scratch the plan for the rendezvous in Carr Creek and instead, for all the participants plus two to settle into available slips at the nearby Providence Club. SEA SCAPE headed for home, to return with Sam by land yacht to join us for supper.

Commodore and mate, Val and Jane Taliaferro on FREEFLIGHT and Deb and Ken Coons aboard LOLIGO arrived and within a short time all were headed up to the club's picnic tables on the hill for a very happy Happy Hour and Soup Supper—lots of delicious hors d'oeuvres, Scott Doran's hearty Vegetarian Chili (all ingredients from their garden, had been removed from their boat and reheated at home.) Logan Hottle produced some home-baked sour-dough bread. A variety of desserts, including Deb Coons' now-famous double chocolate brownies, rounded out the meal. For those remaining overnight, the next morning brought breakfast aboard SCUDDER and LOLIGO with Logan's homemade apple cake as the main attraction. There was an informal and informational tour through the boats there. The boaters headed for home at 10:00. A great group and a great end to a very good two days on the Bay.

p.s... A little birdie told us that Mickey, at home port with engine problems, was helping folks with lines at the Providence docks when a fluke accident resulted in the loss of his glasses and cell phone. A nasty reward for being so helpful.

Several CBCers' were unable to attend the Sail Picnic for various reasons, but promised to take part next year. CHANTEY had to cancel because of an unexpected commitment and RHYTHM'S offer to take students on the Magothy was in the end not needed, but sincere thanks to everyone for their interest and support of this CBC tradition.

Dear Logan and Will,

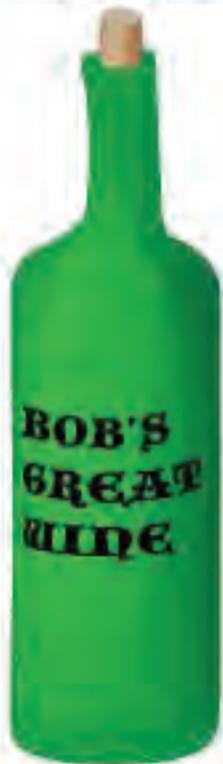
Thank you so much for taking Melanie, Eunji and I along on Acomes! This past Saturday was my first day on a large sail boat, and it was really cool to see how they work. My favorite part of the day was sitting on the bow while we went through some of the powerboat wake! It makes me wish I had gone my first three years at St. John's. Thank you again, it was an amazing experience that I will not forget!!

Sincerely, Anna Szumiesz, A15

CBC Oktoberfest

Saturday, October 18, 2014 at Bob and Prue Clopp's home

Plan to arrive at 3:00 p.m.
to enjoy a sampling of German beers and
Bob Clopp's homemade wines
Please bring an appetizer to share with
this gemütlichkeit crew
and bring your favorite drink, if you wish.



Bring along a good appetite because you will soon
feast on grilled
Bratwurst with all the fixings
and lots of German potato salad, sauerkraut and red
cabbage.

Top it all off with a yummy dessert of apple strudel
and, perhaps, some other tempting choice as well!

Cost: \$10 per person

Address:
113 Park Ave.
Edgewater,
MD 21037



RSVP:

Prue at
(410) 956-0207
or email:
Prue1244@gmail.com
by Monday,
October 13

CROSSING THE BAY OF BISCAY IN CAPE DOCTOR

AN EXCITING REPORT FROM TOM TRUMP

My crew for this leg was Kai Bruckner, a professional musician from Berlin who spoke excellent English, in addition to pretty good French and Spanish. Kai was super. He spotted us while still waiting to get off the bus and waved, a big grin on his face. He was a very competent sailor, learned the boat quickly and we were friends almost from the start. There were two busy days of preparation after Kai showed up, including yard installation of the rebuilt raw water pump and help from the rigger with an eye splice when the jib halyard needed replacing at the last minute and installing the new masthead tricolor (20 minutes). I finally got in touch with A2 Rigging, which had repaired my bent spinnaker pole, but was out of the office at a festival most of the week. I finally reached him early on the morning of the August 21, the day I wanted to leave, paid the bill over the phone with a credit card, and he left the pole outside on his spar rack. I picked it up on my way out of town.

We left Mylor about 1000, did sail drill in the river for about an hour to get Kai learning the boat, then went in for the pole. On the way, we spotted a man and a dog in an inflatable rowing into Falmouth Harbour (from where??) I went over and asked him if he was OK and he said he was trying to row around the point but turned around because of the chop and was getting tired. We towed him into the harbor fuel dock and took that opportunity to top off the diesel, then went up the Penryn River and picked up the pole. We set watches and sailed to Brest, arriving about 1730 Friday night, Aug. 22. We checked in at the marina and got the Customs phone number there, but Customs didn't answer. They were closed for the weekend. We left Brest Sunday about noon after topping off again at the self-service fuel pumps, and never did clear Customs. I flew my French courtesy flag anyway.

The wind was from the SW for most of the Biscay crossing (when it was blowing at all). Tuesday (Aug 26) the seas were choppy and confused. We heaved to so I could cook dinner, then continued sailing. We were never able to fetch the corner of Spain on starboard tack. Wednesday, the wind really picked up into the thirties for about six hours and we used the third reef in the main for the first time, with a corner of jib for balance. When the wind died Wednesday night, we started the engine and motored west hoping to get clear of the corner. The engine died after a few minutes. I checked the Racor bowl and it didn't look like clean fuel. It wasn't. The next morning I changed the filter and tried again. The engine only ran for two minutes. We were motorless. The best course we could make at this was 180°M and we were some sixty miles short of the corner on this heading. I thought about sailing around the corner anyway, depending on the wind generator for electricity, but a couple of calm days would have given us no batteries, so we looked for the nearest marina with repair services that we could fetch. It was at Viveira, Spain. We got to the river mouth about dark Thursday, and I didn't want to enter a strange harbor after dark so we sailed back north of the coastal shipping lanes and hove to again, keeping an anchor watch. When Kia went on watch at midnight, we tacked and hove to pointing south. The boat still moved about 2 knots in that condition, and when daylight came, we were just off the harbor mouth again. We began to sail in, but at 1130 with the wind dropping we called the marina for a tow. We were doing 0.8 knots at the time.

Coming into the Ria de Viveira was an eye opener. I think I expected a sleepy village out of Lin Pardey's books, but that was forty years in the past. Viveira is a modern town with a thriving fishery (as has every port in Galicia I think), lumbering of the tree covered mountains that surround it, and a fair number of transient yachts, mostly going south. I met folks on boats from Germany, Scotland, England, France and Denmark. The marina is modern, part of a chain, and had a mechanic aboard Cape Doctor 20 minutes after we tied up. It was Friday afternoon, and they couldn't start work until Monday (which slid to Tuesday afternoon). Afternoon means 4PM. They still have the siesta in Spain, and everything but the bars/restaurants closes between about one and four in the afternoon. However, the mechanic and his helper worked steadily and had the engine running by just after 8PM. I now only needed fuel.

Kai had a deadline. He had a flight out of Lisbon on Sept. 5. He could have caught a bus from Viveiro, then a train from La Coruña to Porto, and another train to Lisbon, but he really wanted

one more time on the boat. So he waited with me, risking his plane ticket. The marina staff got in at 9 and called the fuel truck. The truck driver said 1230 to 1300. He actually got there at 1345, and we left the dock about 1400 and motored to La Coruña, arriving about 0200. He packed, we said goodbye and he went to catch his (0545) train. I left La Coruña Saturday and motored to Laxe without an autopilot, which had locked up on me at the fuel dock. Met a nice Norwegian couple at Laxe on a Nauticat 44 who invited me to dinner. Two days later (the autopilot now mysteriously working again and a repaired topping lift) I left Laxe and motored to Fistera, just inside Cape Finisterre. I was around the corner at last. Biscay was behind me.

Tom Trump aboard CAPE DOCTOR.

Tom has been day sailing along the north coast of Spain and has now moved on down to Portugal. Here are some Photos he posted on Facebook .

The picture on the right is typical of the North coast of Spain when the fog isn't shrouding it. The picture below is of Finisterre, the westernmost point of Spain. The name means "end of Land" which it must have been long, long ago



Tom wrote Ted Reinhold yesterday and

here is the message:

“ Thank you for the newsly letter. My general itinerary for the next month will be to work around to Cadiz, provision the boat there as much as possible for the Atlantic crossing and go on to Gibraltar. I pick up my crew on October 25, and we will leave soon after, although we may do some provisioning at Gib after the crew gets on board.....I am also working on another article during which I get around the corner and to the Portugese border.”

Here is a link so you can track Tom's progress on the maps as he is sailing: To track his sailing, log into <https://share.delorme.com/CapeDoctor> and use the password CapeDoctor01. (Case sensitive).

He has posted some pictures of his travels on Facebook under the name "Cape Doctor Voyage". Here is a link that works for me: