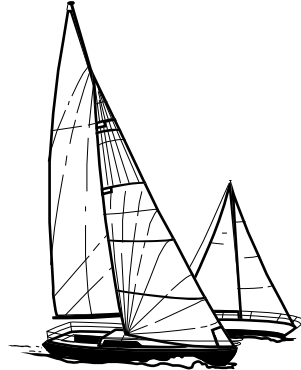


The CAT Tales

April 1997

Chesapeake Catalina Yacht Club
International Catalina 30 Association Fleet 11



Commodore:	Mark Eller	301-858-1325
Vice Commodore:	Wayne Savage	301-530-0489
Treasurer:	Joan Savage	301-530-0489
Historian:	Sue Dennison	301-262-4985

World Wide Web: www.aztec.com/aztec/ccyc/

March Meeting

Our March 21st meeting at the Fleet Reserve Club was a great success. We had John Griffiths lead off with a slide presentation and discussion of just some of his blue water sailing in the Caribbean and Canada. He was followed by Gerry Helldorfer who is proposing a 1997 CCYC blue water event - sailing around the Delmarva.

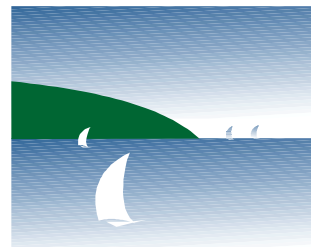
John is currently a yacht surveyor and consultant specializing in damage claims and condition, valuation and purchase surveys. With his wife and son, John spent a year cruising through the Bahamas and Caribbean Islands taking pictures and visiting most of the islands. His slides showed us many of the sights on out-of-the-way islands we haven't seen from the cruise ships or during our charters from Tortola

John then put his slide tray of a trip to Canada into the projector. The differences between the Caribbean and the Bay of Fungi were distinct: from bright sunny days to grey overcast skies and mist; from lots of sailors to being in the huge Bay of Fungi and seeing only 1 or 2 boats in a day; from sandy beaches to pine forests. But the common denominator - sailing - made it fit together. One of the most interesting places John showed us was the

reversing waterfall on the St. Johns River at New Brunswick. Because of the large and fast tidal change in that area, the St. Johns River carries the flow of a very large volume of water in, and out, of the Bay of Fungi. This creates a time during the incoming tide when the water is moving so fast that the level of the water coming upstream raises to turn a waterfall into flat water. This is the only time in which a boat can get through the channel. The rest of the day this point is a roaring fall. It was amazing to see shots of the same place, just hours apart. If the landmarks weren't there, no one would guess they were of the same spot.

After John got us all excited about ocean sailing, Gerry introduced a proposal to have a 1997 CCYC sailing event that circumnavigates the Delmarva. This is a great idea to get some other-than-Bay-sailing experience. Gerry explains below.

Wayne Savage
Vice Commodore



The CCYC Great Delmarva Circumnavigation

Dreaming of sailing into the sunset? Thinking of

a year in the Caribbean? Planning to do the Caribbean 1500? Wondering what an offshore passage is like? Here is your chance to take the next step. It's the CCYC Great Delmarva Circumnavigation.

This cruise is your chance to experience the adventure of going offshore on a short, safe cruise. Here are a few things that are different from the Chesapeake Bay cruises we do every summer: sail all night; navigate in unfamiliar water; use Marine SSB or Ham SSB; cook/eat/sleep underway; use things common to offshore sailing - jacklines, harnesses, lee cloths; stand 4-hour watches.

We will put together at least two boats and crews - more boats are better. Crew size will be four people minimum and six maximum. We will travel together all 355 miles, stopping only for fuel and water, as necessary. Leaving from Annapolis on a Thursday in early September, we would head north in the Bay, through the C&D Canal and south in the Delaware Bay. We would wait at Cape May for acceptable ocean weather, if necessary, and return to Annapolis if the weather doesn't cooperate. The ocean leg is about 100 miles and will take a day. Then it's back up the Bay to Annapolis. Typical fuel or water stops might be at Chesapeake City, Cape May, Norfolk or the Great Wicomico River, or maybe no stops at all if the winds are good. This is not a race and we would motor anytime our speed falls below three knots. If we leave on a Thursday, we will be home on Sunday. (355mi @ 5kts is 71 hours - that's about 3 days. Add some upwind work and a few fuel stops and it will be four days.)

What will it cost? Less than \$100 per person. This covers offshore boat insurance, fuel and food. For boats with crews, we would pool the cost and split it among the participants.

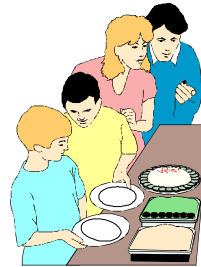
Interested? Please see me at one of the club events or give me a call at (301) 424-2833. There are still plenty of changes we could make. We could go on Labor Day weekend and leave on Friday or Saturday. We need boats. I'm sure club members will help get your boat ready and clean up after the cruise. We will take our Gulfstar 43 (if we still own

it) but we must have at least two boats. Want to crew? Got a friend with a boat who might like to join us and take a few of our members?

So far, I have received enough response to support two boats and crews. This will be a new facet of sailing for some and a good time for all. Hope you will come along.

Gerry Helldorfer
Looking Glass

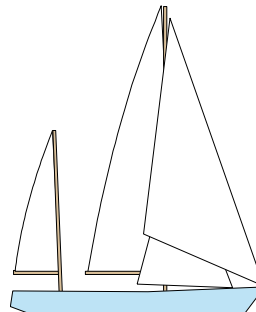
Flag Raising Brunch



The kickoff for our season with the annual flag raising brunch at the Bay Ridge Inn in Annapolis on the 12th of April was a big success.

For those who attended, the food was delicious and plentiful and Pat Vojtech's presentation to our group was the perfect after-meal treat. Pat is a contributing editor to the Chesapeake Bay Magazine, as well as the Cruising Guide to the Chesapeake Bay. She shared many of her sailing experiences on the Bay aboard her Hunter 34. She included many fantastic photos she had taken that aptly showed the beauty of our Bay. Pat has written several books about the Bay, including one about Skipjacks and another about the lighthouses of the Chesapeake. The copies she brought with her were quickly snapped up.

Big Boat For Sale



We're planning to ultimately take the big cruising step and so we're looking for a newer offshore cruiser. The plan is to sell *Looking Glass*, our Gulfstar 43 ketch. If anyone might be interested in moving to a larger boat, please give me a call and I will tell you about the boat and take you for a sail.

This is a comfortable cruiser for the Bay and is capable of offshore passages. It is a 1977 shoal draft model with only 5 ft. draft. It has a reliable 50 hp Perkins 4-108 diesel and has been upgraded recently with Autohelm ST50 instruments, Navico autopilot, Apelco Loran, Stainless Steel water heater, and new interior and cockpit cushions. It's in nice condition and includes Crosby refrigeration, an electric anchor windlass and it carries plenty of fuel and water. There is also lots of other gear as well, including a deck washdown system, CQR and Danforth anchors, Force 10 propane grille, propane stove with oven, stereo, bimini and cockpit enclosure, and small Achillies Inflatable tender. There are four deck hatches and eight opening ports for great ventilation. The sails include the main, mizzen, working jib, 150% genoa, and a mizzen staysail.

If you like to cruise at 7 knots in a big stable boat you'll love *Looking Glass*. And the best part - the asking price is only \$65,000 - well below the Buck Book suggested price. Interested? Give me a call at (301) 424-2833.

Gerry Helldorfer
Looking Glass



**The First
1997 CCYC RAFT-UP
May 10, 1997
(At Cindy's Marina on
Mill Creek)**

Joan and Wayne Savage, with help from Sue and Walt Dennison, have volunteered as the Raft Captains for 1997's first "sailing" event. Once again this annual event will be held at Cindy's Marina off Whitehall Bay. Cindy's Marina (*Sailor's Wharf Marina*) can be reached both by sea and land.

The event will begin with cocktail hour at 3:00 pm. Beverages will again be provided by the club, followed by a potluck dinner, with each boat bringing a covered dish and utensils for its crew.

Call Joan (301-530-0489) to coordinate food planning.

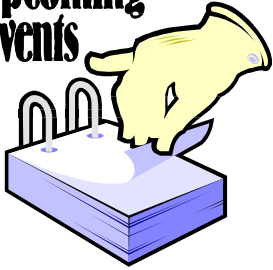
BY SEA: The marina is about a mile above Cantler's Riverside Inn on Mill Creek, off Whitehall Bay (just above the Severn River). The prominent radio towers mark the south entrance to Whitehall Bay. It is 300 yards wide, but stay clear of Hackett Point, which has a wide shoal that reaches out to the Red #2 buoy. Past Red # 2, proceed 200 yards to a red day marker, giving it a wide berth to starboard. The entrance to Mill creek is clearly marked, but pay attention to which marker is next! **YOU DON'T WANT TO CUT ACROSS THE SHOAL.** Past the entrance, proceed up the Creek past Cantler's, on your port. As you pass Cantler's, stay to the starboard side (about 75 feet from the shore) and make a wide sweep to port. Once around the bend, move back to the center and continue up the creek until you see the CCYC Raft.

BY LAND: Cindy's is at the end of Orchard Drive. Turn off Route 50 at Old Mill Bottom Road and Bay Dale Drive, which is where the *Red, Hot and Blue Restaurant* is located. Follow the signs for Old Mill Bottom Road south, and then Route 648 to St. Margarets Road. Take a right and proceed until you see an old grocery store at a "Y" intersection, where Browns Wood Road joins St. Margarets. Make a sharp left turn onto Browns Wood Road. At the end of Browns Wood, turn right onto Orchard Beach Road and take it to the end. Continue past the sign to a steep driveway and parking.

Let's see how many boats we can have at this event to get the 1997 sailing schedule off on the right note.

Joan and Wayne Savage,
Second Wind

Upcoming Events



- May 10-11 Ice Breaker
 Cindy's Dock
 Raft Captain: Joan and Wayne Savage, Sue and Walt Dennison
- May 24-26 Raft-up
 Wye River
 Raft Captain: Gerry and Jeanne Helldorfer

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