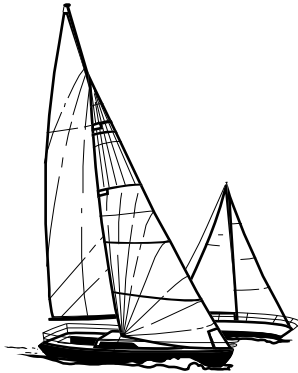


The CAT Tales

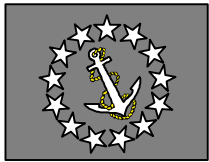
July 1998

Chesapeake Catalina Yacht Club
International Catalina 30 Association Fleet 11



Commodore:	Wayne Savage	301-762-6752
Vice Commodore:	Bill Weeks	703-848-1848
Treasurer:	Joan Savage	301-762-6752
Historian:	Sue Dennison	301-262-4985

World Wide Web: www.aztec.com/ccyc



View from the Bridge

**Wayne Savage
Commodore**

Wow, the summer is going by so fast! It's almost the end of July, and we haven't spent nearly enough time on the water. However, we have been busy. Joan and I are pleased to announce that on July 7th, we became grandparents. Helene, the wife of my oldest son Chris, gave birth to 6 lb 3 oz, Zachary James Savage, and all are well and doing fine.

We also added a new member to our household, an 8-week-old Sharpei puppy by the name of Winston. His little wrinkled face and pleasant personality have made him a hit with all that have met him. Our second training program for Winston, after house training, has been sailing lessons. We have had him on the boat three times to help him get his sea legs and get accustomed to sailing as a normal part of life. Well, isn't it?

In any case we are looking forward to exercising the boat more frequently the rest of the summer, and spending time with other club members. We will, of course, be seeking advice on sailing with pets, so feel free to offer some.

The Annual CCYC Crab Feast, to be hosted once again by Charles and Freda Gandy, is sure to be a

wonderful time. It's a great chance to get together, swap stories about sailing experiences so far this season; start planning for rafts and events for the fall; begin planning for longer adventures down the Intercoastal (as many of our members are planning to do this winter); and simply have a good time eating crabs and drinking beer with good friends. What a way to spend an August Saturday afternoon. Nothing better.

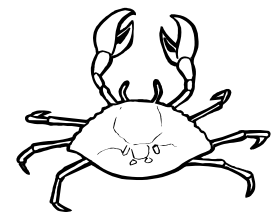
We'll see you all there. 🦀

Fleet 11 Annapolis and Fleet 30 Norfolk

CRAB FEAST /BEACH PARTY

Saturday, August 1st

Charles & Freda Gandy
Luv It



804 Holly Drive East
Annapolis MD 21401
410-757-6794

ARRIVE BY LAND OR BY SEA

By Sea: Whitehall Creek of the Severn River, almost directly across from Whitehall Marina above red marker #8. Watch for *Luv It* (Irwin 38) tied up at the dock.

By land from the west: Rt 50 east of Annapolis to exit 29A (south service road). Go to blinking red light (St. Margaret's Road) and turn right. First left onto Holly Drive. Follow winding road to 804.

By land from the east: Exit 29 to the intersection of St. Margaret's Road, turn left. Cross over Rt 50, take 2nd left onto Holly Drive. Follow winding road, etc.

What to bring:

- ☞ A VERY LARGE pot-luck dish that will go with crabs and BBQ. This crowd really likes to eat!
- ☞ Lawn chairs.

Will we cancel if there is bad weather? Yep. Call the Gandys (410-757-6794) that morning if you think it's a possibility. We could shift to the next day.

Feel free to arrive by boat on Friday. All are welcome to come then if you choose. We'll go out to a local restaurant for dinner Friday night, probably to Broadneck Cafe in Cape St. Claire. Anyone may meet us for dinner by car, just let us know you're coming and we'll tell you what time.

Continental Breakfast Sunday morning for all crew from the boats that stay overnight on Saturday.

What to do next: Fill out the enclosed form and send it in with your check. That lets us know how many are coming so we can plan how many crabs to buy and tables to set up. We must place the crab and brisket orders by Wednesday the 29th, so time it to arrive before then!

When should you arrive? Whenever you like, but at least by 3 PM on Saturday. That's when the crabs will arrive and serious eating/socializing will begin.

HOPE YOU CAN COME! ☞

Memorial Day Raft-up May 23-25



Bill and Sharon Weeks
Fortnight III

The Memorial Day Cruise started with no wind. Sharon and I departed Herrington Harbour North on Saturday morning about 10 AM under mostly cloudy skies. We motored across the Bay through Knapps Narrows and on to Dunn Cove. We set the anchor about 1:00 PM.

We no sooner had the anchor down, than the clouds went away and the day turned sunny and warm. The first boat to arrive was Ray and Carolyn Nieves on *Classie Chassie*. We got them tied up and Bill and Liz Wesly arrived on *TRUE BLEW*. Pat and Karen Denholm arrived on *Scimitar* and we whiled away the afternoon under sunny skies.

We all repaired to *TRUE BLEW* for the evening's refreshments, snacks and conversation. As the sun headed for the horizon, Earl, Lola, and Sherry Holliman approached on *Papillon*. They were about 40 yards astern of the raft when they went aground; they have a full keel. As they got closer to the raft they went aground again. It seems they had been aground 3 or 4 times on their way to Dunn Cove. We moved *Scimitar* to the other side of the raft, for balance. Because of the proximity of where *Papillon* went aground, we decided to move the raft to a deeper spot. We finally got everyone tied up and settled.

Earlier in the afternoon I decided to try out my new dinghy. Well, I got it fired up and took a spin around the anchorage. I came back and picked up Sharon for a little tour. We were having a great day, the sun was warm, the motor was running smoothly and the water flat. What to my wandering eye should appear, but a DNR police launch. They seemed to take a special interest in me; maybe it was because I did not have any registration numbers on the dinghy. Well to make a long story short, I was cited for not having life preservers onboard, we forgot them and warned about the registration. I have since made a

grand contribution to the State of Maryland. I also have registered the dinghy and will not go out without flotation devices.

A quiet evening was spent onboard, with everyone catching up on the latest gossip. The next morning, the group was deciding what to do. The forecast was not good - clouds and rain. Most of us opted to head for home. Pete and Karen on *Scimitar* decided to continue on to Plaindealing Creek.

The raft broke up about 10:00 AM, everyone heading their own way. We, again, motored across the bay. Oh, by the way, the forecast was wrong. Sharon and I spent a quiet evening at the dock. ☞

CCYC Women Man Boats



Joan Savage
Second Wind

The western sky was filled with dark and menacing clouds. The forecast was for severe afternoon thunderstorms, yet undaunted two boats of the CCYC women left the Herring Harbour area for a skill building cruise. Bev Davis hosted Carolyn Nieves and Joan Savage on *Chantilly Lass* while Karen Denholm on *Scimitar* sailed with Sue Dennison and Jeanne Helldorfer. The concept of the weekend was for women to sail without their male counterparts to give the women some experience they don't always get when sailing with their husbands. Sue Dennison outlined some skills we wanted to practice including rafting, docking, man overboard and reefing.

It was decided to sail directly to the rendezvous point at Harness Creek before we did any of our drills since the afternoon forecast was so bleak and thunderstorm sailing was a skill not on the agenda. The wind was light as we left Herrington Harbour and both boats sailed, then motored, then sailed, then motored again. *Scimitar* led the way into Harness Creek and dropped her hook. *Chantilly Lass* with Bev then Carolyn at the helm did some rafting maneuvers. When *Second Wind* with Wayne Savage, Mike Davis and Ray Nieves entered the creek, we suggested they entertain themselves

elsewhere until we were finished with our drill. Shortly, *Foxfire* with Walt Dennison and Pete Denholm arrived and rafted with *Second Wind*. With renewed confidence in their boating skills, the ladies joined the raft without incident. A few moments later, Jerry Helldorfer arrived on *Looking Glass*. As cocktail hour progressed, so did the thunderheads. Almost sea-green clouds were upon us, but the raft was dismantled in the nick of time. Almost two hours went by before the raft re-assembled with *Looking Glass* as the new anchor boat. Dinner that night was a group effort and as the storm lingered, concern mounted that dinner might not take place. A calm overnight forecast allowed the boats to stay rafted for the evening as the spouses paired up again for the evening. No doubt we were the talk of the anchorage as we all arrived and men and women and overnight bags were shuffled from boat to boat.

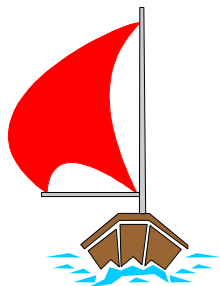
The next morning brought clear skies and considerable wind. The same crews reassembled the boats and headed down the South River. The wind started to build as the day progressed and the reefing exercise became a necessity. It was a fast and exhilarating sail home. As Bev said, with the wind in her hair and the boat heeled 20 degrees, one reef in the main and over 20 knots on the meter, "I would have given the helm back to Mike by now, but this is fun!". *Scimitar* looked as if she was having an equally fun sail. She went up to Herrington North while Bev guided us home to Herrington South. The last "lesson" was docking. *Chantilly Lass* stopped to pump out as Bev skillfully laid her alongside the dock. We then proceeded to their dock, a new one for the Davis'. I was coaching Bev not ever having docked at their slip before. The wind was much stronger than necessary for this delicate maneuver. But perseverance prevailed and with an audience from all the surrounding boats and some fancy fending, *Chantilly Lass* safely came to rest in her home berth.

Bev, Carolyn and I celebrated our successful return with lunch at the club and decided as much as we love our husbands, sailing with just other women added a measure of confidence and fun that we hadn't often enjoyed. We'll do this again next year. Won't you join us, ladies? ☞

CCYC Flotilla June 27 – July 5

A Week on the Bay

Pete and Karen Denholm
Scimitar



We had a wonderful week on the Bay and made some new friends. It should be noted that *Scimitar* completed the week without any mishaps. We will continue to work hard this season to avoid another Ol' Kedger award.

Day 1 - Dunn Cove. *Scimitar* got a late start for the first day of the cruise; 5 p.m. to be exact. To top off our late start, there was no wind. We were further delayed at the Knapps Narrows bridge by a parade. The parade started just as we were arriving to signal the bridgetender. It did not matter, since there were no club members waiting in Dunn Cove for us when we arrived at 8 p.m. *Scimitar* was alone all night.

Day 2 -Spring Cove Marina. Another late start - this time due to weather and Pete 's need for sleep. When Pete awoke at noon, the rain had stopped so we headed for Mill Creek in the Patuxent River. As we left the Choptank for the bay, we saw a dolphin! We didn't know that Flipper visited the bay. After six hours of sailing, we were at Cove Point lighthouse. Mark and AJ Eller of *Maraj* were the only ones that we knew would be joining us for the evening so we called them to confirm the plan to anchor in Mill Creek. After confirming that no one else was joining us, Mark suggested that *Scimitar* anchor near Spring Cove Marina (*Maraj*'s home), use the marina's facilities, and have dinner at a local restaurant with them. We changed our plans and anchored near Spring Cove Marina at Solomons Island. Upon arrival, we enjoyed a tour of *Maraj*, a Tayana 42. What a beautiful boat!

Day 3 - No Sail. The plan was to set out at 7 a.m. for Mill Creek on the Great Wicomico River. The winds were from the south. We were not looking forward to a possible long day of motoring with winds on our nose. Sometimes things work out for the best. *Papillon* (with Earl, Lola & Sherry Holliman) was

planning on joining us but as they were motoring to meet us at the mouth of the Pax their engine overheated. They ended up being towed to Zahniser's Marina. It turns out that their impeller had to be replaced. *Maraj* and *Scimitar* continued motoring out to the bay until *Maraj*'s engine died. (Maybe they should have bought a Catalina.) *Scimitar* to the rescue! We towed *Maraj* back to Spring Cove Marina where Mark and Pete worked on the engine while AJ and Karen shopped. To fix the engine, Mark and Pete had to bleed the fuel line and replace the fuel filters. Since *Papillon* and *Maraj* were not repaired until the afternoon, we decided to spend another night in Solomons Island and set out for Crisfield in the morning. Besides the weather for tomorrow was predicted to be favorable with winds 20-25 from the SW. (This sentence was written by Pete.)

Day 4- Crisfield. Pete woke up with his eyes swollen and irritated. We flushed both his eyes with bottled water and received some medical advice from AJ. Following AJ's instructions Pete was able to recover by the next day. Pete thinks that while he was working on *Maraj*'s engine, he got diesel fuel in his eyes. All three boats and crew were ready to go. The weather wasn't favorable; 20-25 SW winds with 2-3 foot seas. (This sentence was written by Karen.) The first two hours were the roughest then things seemed to calm down (winds 15-20). *Maraj* left *Scimitar* and *Papillon* in the dust. She averaged over 9 knots while we were doing 6.5-7. *Maraj* decided to spill the wind off her main to bring her speed down to 7 knots. With Mark's excellent navigation skills we reached Crisfield in record time (43 miles in 7.5 hours). The Coast Guard was only too happy to greet us as we entered Crisfield. After tying up at Somer's Cove Marina, they boarded *Maraj* and *Scimitar*. Both boats passed the inspection with flying colors. Master Chief Mark convinced the Coast Guard petty officers not to board *Papillon*. You'll have to ask him for the details. After a relaxing dip in the pool, all of us had a wonderful meal at the Captain's Galley where 95% of the menu consisted of crab dishes.

Day 5 - No Sail. We all took the ferry to Tangier Island where we ate at Hilda Crockett's Chesapeake House. After lunch, we only had one hour before we had to reboard the ferry. Pete and Karen decided to

rent bikes and tour the island. The rest of the group opted for a tour by golf cart. One hour was plenty of time to tour ALL of the roads and trails. Dinner was a cookout at the marina. Music was provided by Mark - sailing shanties. We recommend that Mark isn't the DJ at the next Christmas party.

Day 6 - St. John's Creek. The bay was like glass, which made for a long motor back to the Patuxent River. The calm weather did enable us to try out our autohelm for the first time. In St. John's Creek *Papillon* rafted up until after happy hour and then left *Maraj* and *Scimitar* for its home port at the Pax Naval Air Station. The highlight of the afternoon was seeing a motorboat on fire and watching it drift into a fuel dock. We're hoping no one was injured, however; there is one less powerboat on the Bay.

Day 7 - Battle Creek. What a pleasant surprise! - *Chantilly Lass* (with Mike, Bev & Diana Davis along with one of Diana's friends, Mahalia) had anchored less than 200 yards from us around 10:30 p.m. last night. They tried to hail us but we didn't have the radio on at that late hour. As *Scimitar*, *Maraj*, and *Chantilly Lass* motored to Battle Creek (another no wind day!), *Papillon* rejoined the group. We were a flotilla of four. Again *Papillon* left after happy hour (Earl - maybe you should bring more vodka so you could stay longer than happy hour) to return to their home marina. After happy hour the rest of us planned to take the dinghies to a restaurant across the Patuxent, but we were delayed. After a long 1.5 hours of trying to get his dinghy's engine started, the group convinced Mike to quit and go to dinner. We dinghied across the Pax and accidentally found the Seagate Inn. Mark and Karen went to unload some trash into a dumpster and were scolded like school children. Only I hope no one uses this same type of language with your children. After eating at the Seagate Inn, we can say that it has the lowest service on the bay.

Day 8 - Mill Creek on the Patuxent. This morning we dinghied to the head of Battle Creek to see some 600-year-old Cyprus trees, while Mike stayed behind to continue his assault on his outboard. We found some Cyprus trees, but we have no idea how old they were. On our way back to the boats we find Mike has won the battle of "man versus machine". For the sail today, the wind was a little too close for

Maraj, so she motored ahead to Munger's Landing on Mill Creek. *Scimitar* and *Chantilly Lass* were able to "race" down the Patuxent, only to nearly collide under the bridge. We believe the race ended in a tie. When we arrived at Max Munger's place, the party was in full swing. The guest that got the most attention was the short, wrinkled, shy, guy named Winston Savage, the Chinese Shar Pei. Among the guests were the crews from *Papillon*, *Scimitar*, *Maraj*, *Chantilly Lass*, *Second Wind* (sans the boat), *Shermax*, and *Fortnight III*. Mike took everyone (sixteen in all) on *Chantilly Lass* to see the fireworks. All the boats stayed tied to the Munger's pier for the night.

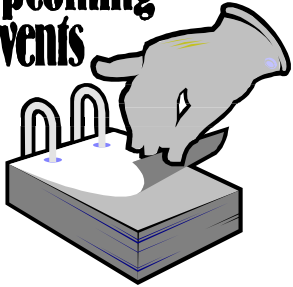


Day 9 - Sail Home. ☞

We've Moved!

Bev, Diana and I have moved. Our new address is 7030 Balmoral Forest Road, Clifton, VA, 20124. Please send all newsletter info to the new address. Our phone number and our email address remain the same. ☞

Upcoming Events



August 1 Crab Feast
 Gandy's Landing, Whitehall Creek, MD
 Raft Captain: Charles and Freda Gandy, *Luv It*

Sep 5-7 Labor Day/Games Raft-up
 Wye River/Hunting Creek
 Raft Captain: Mike and Bev Davis, *Chantilly Lass*



CRAB FEAST/BEACH PARTY

Saturday, August 1st, 1997

Charles and Freda Gandy
804 Holly Drive East
Annapolis, MD 21401

YES! WE'RE COMING TO THE CRAB FEAST!

We are willing to help! We will:

- Pick up and bring keg of beer and tap.....
- Arrive at noon to set up.....
- Clean up afterwards
- Will be responsible for cooking the briskets on the grill
- Will make telephone contacts to members before the event.....

Names:_____

Phone:_____ # attending_____ Check enclosed for \$_____

Please make your check out to Freda Gandy; \$10.00 per adult, \$3 per child 7-12 years old, children 6 and under free. Mail to the above address to arrive before Wednesday, July 29th. (That's when I must place the order for crabs and beer.)