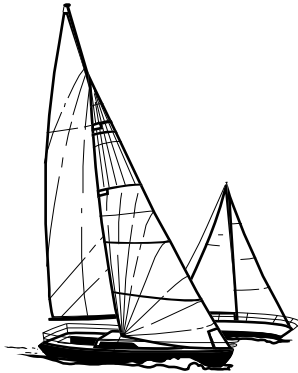


The CAT Tales

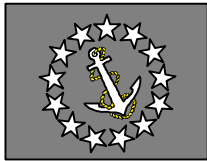
January 1999

Chesapeake Catalina Yacht Club
International Catalina 30 Association Fleet 11



Commodore:	Bill Weeks	703-848-1848
Vice Commodore:	Pete Denholm	703-313-0864
Treasurer:	Joan Savage	301-762-6752
Historian:	Sue Dennison	301-262-4985

World Wide Web: www.aztec.com/ccyc



View from the Bridge

Bill Weeks
Commodore

A very Happy Holidays to the Club!

As you can see I have taken the "Helm" from Wayne Savage, and my first thought is to thank Wayne for a very good year. Thanks, from me. Our first event was the Christmas Party held at Wayne and Joan's lovely home. I believe that everyone enjoyed themselves and the company was superb. Thanks again Wayne and Joan.

I am not sure how to begin this so I will just start out and see where it goes. We will be having our January Meeting at the Fleet Reserve Club in Annapolis. We had a lot of discussion at the Christmas party about maybe moving some of the meetings to west of the Potomac. It seems that a number of members live west now and Annapolis is a long drive. We will discuss it more and see if we can reach some conclusion.

On Friday night, February 5th, Sharon and I will host a "Cruise Planning" meeting. I want to start the meeting with a Pot Luck dinner. Sharon and I will furnish a main course, and request everyone else bring an appetizer, side dish or dessert. Please coordinate with Sharon.

We will have Cocktail Hour at 6:30 PM and dinner at 7:30 PM, with the meeting beginning at 8:30 PM, or there about.

For the planning session, please bring your favorite cruise or anchorage. The plan is to have a monthly club outing with a cruise captain/leader. We will try to spread the events out along the bay so that everyone has an enjoyable summer. The only request we have so far is a Ladies Cruise in June.

Directions: From the Virginia beltway, Take exit 10, Leesburg Pike, Rt. 7, toward Tysons Corner. At the second stoplight, turn left onto Gallows Road. One block past the second stoplight on Gallows, turn right onto Madrillon Rd. Go one block and turn right onto Madrillon Ct. 50 yards and turn left at the "T". After turning left, our Townhouse is ahead of you on corner. 8179 Madrillon Ct., 703-848-1848. Parking is limited, so after finding our place and unloading your goodies, return to Madrillon Rd. to Park. We will have space for two cars in our driveway and there maybe a space or two in the lot at the "T", but all other parking will be on Madrillon Rd.

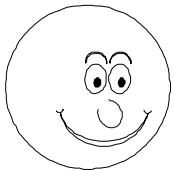
I have also looked at the calendar and noticed that I have some conflicts. I will discuss it with the Vice Commodore Pete Denholm and if he can stand in, things are cool, however, we may have to change the

February meeting? I will know more later, by next month.

I know that we will have a good year again this year with lots of good sailing. Sue Dennison already is moving forward with a Womanship cruise. We will visit some old haunts and maybe some new ones, if that is possible. Everyone please think about where you want to go next year.

This year we are trying to add new members again. Ray Nieves is our membership chairman and will be directing the effort. Thanks Ray. I will be talking to the Catalina dealers about giving a year's membership with each new boat in return for some advertising in our newsletter. We will see how things go.

Well that is enough for now but I will be talking to you from time to time. ☞



For all those things you do “once in a blue moon”, get ready. You’re going to be busy. Check your almanac and you’ll find there will be a second full moon in the same month (a “blue moon”) both Sunday, January 31st and Wednesday, March 31st. ☞

1999 East Coast Catalina Rendezvous

Ron Marcuse, Commodore – Intl C400 Assn
C400 #74 *Good Vibrations*

The C30, C36 and C400 Associations will be holding their National Regatta's at Zahnisers Marina in Solomons June 18 - 20, 1999. These will be the National Championships for the latter two. Catalina will be hosting the “official” East Coast Rendezvous with the Associations. This is an all-Catalina rendezvous, so everyone is invited to attend.

I'm starting to put together a preliminary budget now, and need an estimate of how many boats may attend the Rendezvous and how many might race in the Regatta.

We will have activities on the 3rd day for those making a longer cruise out of it. I've blocked out some rooms at the local Comfort Inn, lined up some suppliers for food, tents, tables and chairs. It looks like we may be able to hold the cost at about \$160 per boat/couple, INCLUDING dockage at Zahnisers - or \$55 apiece for those coming by other means. Racers will have to contribute another \$40 - for trophies and committee boat expenses. Any other Catalina will be able to race as part of a PHRF class.

Contact Ron Marcuse at CaptRon400@aol.com or your local International Association Commodore. ☞

The Log of the Whitehall Flotilla

Gerry and Jeane Helldorfer

Ragtime

October 30

It's Friday night (I think). We're anchored behind Butler Island in the Waccamaw River, just north of Georgetown, South Carolina. Like almost every one of the 17 other days since we left Annapolis it was crystal clear and in the upper 70s to about 80 degrees. It hasn't rained yet. We've transitioned slowly to the cruising mindset. As the Gandy's do, we are keeping track of our progress on a roadmap of the east coast. We have it taped to a bulkhead door. I noticed we seem to be making shorter and shorter trips. I guess we better step on it or the cold weather will catch us.

The Whitehall Flotilla, as we are calling ourselves, is *Luv It, True Blew, Ragtime*, and a trawler called *Good Crew's Inn*. We left Annapolis on Tuesday, October 12 and stopped in Solomans Is. We spent an extra day there waiting for the wind and seas off the Potomac to calm down and then went to the Piankatank and on to Portsmouth, VA. We spent the Friday and Saturday in a Marina in Portsmouth and took the ferry to Waterside in Norfolk. We left Portsmouth at sunrise in a light fog and headed right into zero visibility on our way to the Dismal Swamp canal. We were in a string of boats with two big Hatteras cruisers in front. Their radar antennas looked real so off we went, following them into no man's land. Unfortunately, the sailboat behind them lost contact and there we were, we just didn't know

where. We did know there was a draw bridge ahead. **True Blue** to the rescue. Bill found the bridge and we continued on. The fog lifted as the sun rose and it was a fascinating day for us as we locked through the Dismal Swamp Canal.

The town dock in Elizabeth City, N.C. with its famous Rose Buddies and free party every day for the boaters was great. We got to meet some of the other cruisers and we are still in contact with them as we meet up in the popular stops on the way south. After Elizabeth City we blew across Albemarle Sound into Belhaven, N.C. with 20-knot tail wind. We spent two nights there waiting for the wind to subside for our trip across the Pamlico Sound and Neuse River. It was still sunny every day and we had a good time socializing in the marina. As we continued through North Carolina we had dolphins swimming with us whenever we were near the ocean inlets. We could almost touch them.

South Carolina has been great, as well. We stopped at Barefoot Landing which is a popular free dock along the Waterway at a large outlet mall. It has good restaurants, as well. We had dinner for 14 that night as some of the others cruisers joined us. Tomorrow we continue on and plan to stop at Charleston for a day or two. We have reservations for our "flotilla" at a new marina right in the heart of town.

All of the boats we are with have amateur radio. About half of the cruisers have it. It makes for very reliable communications with lots of options. We are delighted with the free email we have via amateur radio. All of us are getting and sending email every day. Our friends and family are able to keep up with our progress and it's turned out to be a big deal for our grandchildren. One of them even has his kindergarden class keeping track of our progress.

Well, it's time to download tomorrow's waypoints into the GPS. More to come as we head south.

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Charles and Freda Gandy
Luv It
October 31, 1998

Our trip is going well. This morning Charles zoomed our engines - that is our signal that whoever is below should come topside - and we watched two adults and a baby dolphin swimming near our boat. Fellow traveler **Good Crew's Inn** radioed that we should watch for a bald eagle they had sighted. As we approached, it took flight and soared just over the waterway before us, then back to its perch at the top of a scraggly pine tree.

Tomorrow we will arrive in Charleston, where we plan to stay for a few days. We've been moving steadily since waiting out high winds for 3 days in Belhaven, NC. We're ready to rest. Also, we're ready for clean laundry and fresh food. My heart jumps just thinking of the Harris Teeter near the marina we will stop at. Visualize the best grocery you've ever visited crossed with Pier One Imports, and you have this Harris Teeter. And we'll have a loaner car to a West Marine. And we'll visit the downtown crafts market. Tomorrow. We can wait. But just barely.

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Charles and Freda Gandy
LUV IT
November 12, 1998

Today is the 12th (looked at my watch to find out). It's Thursday because on ham radio yesterday a friend asked if we would be at the Thursday picnic tomorrow. No, we won't make the Waterway Net picnic. That would have meant that at least a week ago we would have had to speed up our pace. It would have been great fun to meet the hams in person that we speak with on a regular basis on the radio, but we weren't willing to be put on a schedule that would cause us to miss interesting places.

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Charles and Freda Gandy
Luv It
November 18, 1998

Terrain and its relationship to the water shape our trip. In the 5 weeks we've been aboard **Luv It**, we've watched the land, the water, and our path through it change again and again. We came from the

Chesapeake and its many tributaries through the long land cuts and swamps of Virginia, the enormous sounds of North Carolina, the low country of South Carolina and Georgia, and now are traversing the waters of Florida, both the Straits of Florida and the waters in between the barrier islands and the mainland. To mention all of these areas in one paragraph doesn't do them justice, because the influence that they have on us is enormous. The Chesapeake and its thousands of good anchorages with choices of openness or good protection spoil its cruisers. Nothing south of it can anywhere near equal it for beauty, flexibility, and safety. Norfolk's military and commercial activities are exciting to see. The camera gets a good workout with interesting sights at every azimuth. We watched missiles being loaded into the tubes of a frigate, perhaps to be delivered to Saddam Hussein? The Dismal Swamp of Virginia holds transparent black water that gives mirrored reflections of overhanging trees. We hold the middle of the canal carefully so we won't snag branches in our shrouds. The camera is again busy, but for aesthetic, artistic reasons.

Broad sounds in North Carolina create an opportunity to put out our sails, but also give concern over our safety as we cross. Expanses of shallow water don't form into smooth swells as in the ocean, but are cut by the shallow bottom, creating a confused chop. This makes a terribly uncomfortable passage if winds are not right, and a downright dangerous one if winds are high or from an undesirable direction. So we watch and wait, and move when winds are low, from the right direction, and after time has passed so that the water has had time to calm after high winds. In Belhaven, NC., we waited 3 days for an opportunity to cross the Neuse and its surrounding sounds. The Neuse had not been gentle with us in the past, but it was this time. A beautiful sight in South Carolina is Fort Sumter in the bight of Charleston Harbor, with its city off to the East. The expanse of water is dramatic, and contains both commercial and pleasure craft of all sizes. Several ferries ply the waters, and tugs work to position seagoing vessels. The colorful old homes of Charleston come right out to the edges of the water to welcome us, and we pass and move on into the savannahs - rivers through grasses - in the low country of South Carolina and Georgia. Our boat winds through natural and manmade cuts for many

miles where we see trees only in the distance and upon occasion as we pass firm land. A young Canadian couple that we met said that they just weren't prepared for Georgia. We first saw them as we were studying a creek for the best spot to drop our anchor. They were already at anchor, had deployed their dinghy, and the man was in the process of rowing a pit bull and a large black dog to shore. When we spoke with them the next day at a marina in Jekyll Island, they animatedly described that unfortunate trip. It seems that Georgia's black fertile soil gave them a problem. They had hoped for a beach of sand or seashells to land the dinghy, but no, it would not be. The dogs sunk to their bellies in soft black mud, and had difficulty deciding how to take care of their personal needs. Returning to the trawler, the couple washed down the dogs on the swim platform, washed down the dinghy, washed down the skipper, repeated all washdowns, then washed the swim platform. They had had a miserable and time-consuming experience. Our traveling companions on *Good Crew's Inn* confirmed their choice to cruise with cats.

We must pay alert attention to tides and currents in South Carolina, Georgia, and Florida, and we regularly hear stories of boats grounding while at anchor and its crew asleep. We also have a similar story to tell, but thankfully not from this trip. Tidal differences are the usual cause. They can reach 9 feet, and the water must flow very fast to fill and then empty each 11 ½ hours. We must time our departures and arrivals in critical locations for slack tide - either dead low, or dead high -so that the effect of the flow will be diminished.

We had a hair-raising experience in Elliot Cut, just south of Charleston, when we traversed an extremely narrow land cut against a strong current. Our engine at max, we could only make headway of about 1 1/2 knots over the ground (according to GPS) while showing 7 knots through the water on the paddlewheel indicator. Raging water pushed us left and right, according to the shape of the bottom of the cut and the rocks at the sides. So much for deciding to leave Charleston according to personal schedule instead of tide charts.

We arrived at the Bridge of Lions at St. Augustine about an hour early, but felt comfortable because the

flow would have begun to diminish. Not optimum, but close. We planned to go into the marina just beyond the bridge. A northerly current affected our boat's hull, a southerly wind affected our freeboard and rigging. We called on VHF Channel 13 to alert the bridge that we would like to pass at its next opening. Bridge acknowledged in the affirmative. Then an unknown voice spoke on the frequency. "Good Luck", it said.

We've packed away our thermal clothing, wool hats, and thick gloves now, because we have reached central Florida and that is where the weather becomes balmy. My thick nightgown is now in deep storage under the vee berth. Shorts and tee shirts are the uniform. It's difficult to get dressed up while living on a boat. There are no shoes on board our boat with leather bottoms, for instance. Restaurants in locations frequented by cruisers, even the better ones, are quite accepting of simple clothing.

Florida's beautiful islands that contain beaches are reached by most tourists by - bridges - some high, a great deal low. Bridges become more and more of a problem. Some open on demand, but most open every 30 minutes, or every 20 minutes, or hourly, with no opening during morning and afternoon rush hours. It becomes more and more attractive to go offshore.

We've made one offshore passage already, from Ponce De Leon inlet near New Smyrna to Cape Canaveral. We pulled anchor at first light and came through the Canaveral bridges and lock about 4 PM. At this time of year, dark is at 5:30, and we prefer to travel in daylight and be settled in for the night. We traveled the sixty-five miles with jib and motor, since the wind was too close to our bow for full sails. It was much more pleasant than watching chart and navigation aids, plying the waterway in narrow channels between the barrier islands and mainland, and dealing with bridges. Also, since we were only about 3 miles offshore we could see the major structures on the Cape, and upon entering the inlet, saw a barge for booster rockets and 6 huge cruise ships, as well as shrimpers and other work vessels and pleasure craft.

It won't be long before I'll have to move the nightgown over and bring out Christmas ornaments.

Our kids and grands will be with us for the holidays in Key Largo. We'll wrap a green towel around the mast support in our cabin, wind it with a string of tiny lights, put ornaments on, and it will become our Christmas "tree".

A new kind of boating will begin. The coral reefs that lie about 5 miles offshore will cause us to become a dive platform, and our family will snorkel and Scuba to see sunken ships, cannons, fish, and plants. Camera usage will become really useful. Charles has used a tiny color TV camera and built a device that will allow us to watch the waters below our boat on our onboard TV. We'll be able to locate the best dive spots before we deploy our swimmers.

Does it all sound like fun? Yes, it certainly is.

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Charles and Freda Gandy

Luv It

November 24, 1998

Dear friends and family,

We left a marina behind the dragon (In Cocoa Beach) about noon yesterday, and moved down the ICW about 12 miles to anchor out behind a tiny island the equivalent of a terrestrial postage stamp. It provided a very small wind shadow, and there were 3 boats at anchor already when we arrived about 3 PM so *Ragtime* and *Luv It* weren't able to get the best spots. The wind was on our nose all of the transit, and is still about 15 knots as we lie at anchor. The boat rides the small waves well, and we will be rocked to sleep tonight.

This morning at 7:30 we pulled anchor and moved south 40 miles to Ft. Pierce for the night. It was a good plan. The weather forecast said that it would go sour mid-afternoon, and indeed it did. Within an hour after putting our anchor down, a thunderstorm cell went through and it was nasty for a while.

Should the Straits of Florida be calm tomorrow, we will go offshore for a short hop down to Lake Worth, near Palm Beach. If the weather isn't great, we'll continue down the ICW to the same location. We'd like to gather some other cruisers to share

Thanksgiving with us. *Ragtime* has a turkey breast to bake, I'm making sweet potatoes and apple pie, and so we'll celebrate even if there is only the four of us.

Now that you have our news, we'd love to hear from each of you. The worst thing about cruising is lack of contact with people that are special in our lives. It is good to meet other cruisers as we go along, but their friendships are transient and won't be along for the long run as each of you is.

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Charles and Freda Gandy
Luv It
December 13, 1998

Dear friends,

Anchoring near Watson Park, Miami, was a great deal like being in the Bahamas. When we arrived, two boats that we knew in the Bahamas were there waiting for a weather window to make their crossing, and the longer we stayed the more boats arrived to join the group. We dinghied to visit with one another, made long (wet) rides to Miami Beach for groceries and sightseeing, and *Our Star*, a veteran Bahamas traveler, made contact with Herb, *Southbound II*, for daily weather information about the timing of a crossing, and passed it along. It was a great deal like being in George Town, the Bahamas, with lots of different cruisers' activities. One boat with electrical generation problems found willing and knowledgeable help, *Crux* had time to complete the installation of solar cells, *Windstar* 4 dinghied over to bring a copy of WeatherFax information, *Gentle Wind* showed me her watercolors and acrylic paintings. While at George Town, she will paint portraits of boats on paper or conch shells. *Ten Years After* heard from our mutual WinLink system operator that Charles would be a good person to help with his radio interference problem and was aboard *Luv It* heading south. Upon realizing that we were in a boat nearby, he dinghied over for help. He is a new ham whose background is mechanical, not electrical, but with a quick mind and intense interest in solving the problem, he came back the next morning to report improvement and get further advice. *Good Neighbor* made arrangements to see us while further

down in the Keys. They'll winter at anchor in Marathon, Florida.

Charles and I invited several boats for pot luck. The idea was received enthusiastically, and so *Luv It* became mother ship to 9 dinghies for the event. Twenty people on board may sound like a lot, but it worked out just fine. We had put extra chairs out on the fantail, and the cockpit was full. A few sat near the mast, but noone sat below. (The weather and location were too good.) Dishes were spread on the table above the engine compartment where guests filled their plates buffet-style

The usual procedure for these gatherings is that each crew brings their own plates, utensils, napkins, beverage and glassware, which makes it easy on the host boat. We had such a good time: rousing conversation, friendly camaraderie, the common goal of going - surviving and enjoying- adventuring. This kind of party doesn't usually go on and on into the night. For one thing, cruisers usually aren't big drinkers because that could be a safety hazard. Also, there is an unwritten rule that short of an emergency, you don't use the head on another person's boat.

When we left Miami, we traveled the inside path through Biscayne Bay down to anchorage near Pumpkin Key. *Ragtime* tried out their Christmas lights, forming the shape of a huge tree on the bow of their boat. A small boat came out from a nearby home to tell them that they enjoyed the display. We had staged our passage through Angelfish Creek so that we would go through on rising tide because *Ragtime* drafts 5.5 feet. So we left anchorage at 0830, came through Angelfish with plenty clearance, and had a glorious sail down Hawk Channel on the outside to the canal where Marina del Mar is located in Key Largo. It couldn't have been better. We had a port beam reach, 12-15 knot winds, for the 17-mile passage.

It felt good to feel terra firma and to know that we'll be feeling it for a while. Also, it felt good to see familiar faces. Long-time friends who make Key Largo their home came over to welcome us. There are quite a few boaters who come to this same location winter after winter, and were here the two times we were here.. And so it didn't take long to feel a familiar niche about the place.

Our kids and grands begin arriving on Thursday. We'll have time to hug, and to visit, and to dive/snorkel the coral reefs. We've even planned an overnight south of here. Chuck's family is traveling on frequent flier miles, and since they had to avoid the lockout dates will be with us two weeks. Beth's family arrives Christmas Eve day, bringing their camper.

In essence, our lives will become even busier. But that's the good news.

We wish you well. Hope that your holiday season is filled with joy, and that you spend much time under the mistletoe!

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Gerry and Jeane Helldorfer

Ragtime

December 16, 1998

Hello to all,

We are now in Marina Del Mar in Key Largo, FL. We left Annapolis on October 12 and arrived here on December 8. This was the first part of our great adventure. The next phase is hanging out in the Keys with Key Largo as our base and then crossing the Gulfstream to the Bahamas and cruising the islands. The last phase is the trip back to Florida and our return home via the Intracoastal Waterway.

The trip down was was a great experience. We traveled with our friends on three other boats and visited most of the popular stops along the way. We had the best of weather and never had a day of rain. The winds cooperated most of the time and when it was too windy to be comfortable we stayed in a marina or a well protected anchorage, visited other boats and tried the local restaurants.

In October we had a few cold nights but we were in marinas and used heaters to keep the boat warm. The days were generally sunny and warm. The Chesapeake was pleasant but we've sailed it many times so it wasn't new. Our first new experience was the Dismal Swamp canal. Its locks, dark water, and narrow channel made it something different. From

the Dismal Swamp we continued to Elizabeth City, N.C. Here, the Rose Buddies host a party at the city dock every day for the cruisers and give roses to the ladies.

We spent a few windy days in Belhaven, N.C. but it was a pleasant spot and we enjoyed the break. Along the way south we stopped at Barefoot Landing a huge outlet mall on the waterway with a free dock. It was a return to urbana after small towns and isolated anchorages.

On November 1 we arrived in Charleston, S.C. We spent a couple of days there and enjoyed the tourist areas. The next major stop was Beaufort, S.C. This is one of the most popular stops for the cruising boats. It was interesting but the current through the marina was so strong the noise kept us awake. All of South Carolina and Georgia have very strong currents and tidal changes as much as 10 feet. This made anchoring and entering marinas difficult and we often had to time our arrivals and departures to occur at slack tide.

We reached Hilton Head on November 5 and stayed in a wonderful marina called Windmill Harbor. It is the home of the S.C. Yacht Club and they gave us guest privileges at their elaborate club facilities. We ate with some other cruisers we had met at previous stops and it turned out to be the best dinner of the trip. The marina even had its own lock so there was no tidal change.

Jeckyl Island was another highlight and by sheer chance we met some friends from home who were there for a wedding. They had a car and gave us the grand tour. It was a big surprise and we were sorry we couldn't stay longer.

We soon made it to Florida and spent a few days in St. Augustine. It is a nice place to be and we enjoyed the stay. From St. Augustine we headed further south and then out into the Atlantic and south 60 miles to Cape Canaveral. It was a fast ride with about 20 knots of wind and 3 to 5 foot seas. The entrance to Canaveral was busy with all kinds of boats, including the Coast Guard and Florida Marine Patrol who were stopping many of the boats for inspection. They looked us over but we didn't get stopped.

We spent a week in a marina at Cape Canaveral with the boats we were traveling with and several others from Annapolis who arrived a week before us. We rented a car and got all around the area, including two trips to a nearby park to watch a Delta rocket launch. Unfortunately, it was scrubbed three times and we left before the launch. We did watch it from Indian Harbor which is about 30 miles south. It was at night and still impressive. Later, we also saw the Space Shuttle launch from Miami.

On Thanksgiving we were in Lake Worth at Palm Beach. We had a Pot Luck turkey dinner with friends from three other boats. One of the couples was from the boat we traveled with on a trip to the Bahamas a few years ago. It was a surprise to find them in Lake Worth and it was good to see them again.

From Palm Beach we motored a few miles to Ft. Pierce and then went out into the ocean to Ft. Lauderdale. It was another beautiful day and we sailed all the way. In Ft. Lauderdale we anchored in Lake Sylvia. This is one of those places where the locals in Florida have restricted anchoring. There is a 24-hour limit there, but the police didn't come by the first two days so we were able to stay for three days. It was a short dinghy ride into the city and we could walk to the stores and the beach.

The sail from Ft. Lauderdale to Miami was only about 20 miles. The winds had been 15 to 20 knots from the east for three days and built a sizeable sea. The sailing was great but the entrance into Miami was something else. The waves in the entrance channel were huge and right behind us. We made it fine, but it was another new experience. We spent a week at Miami Beach where we could get to the restaurants and beach at the Art Deco area by dinghy and a long walk.

From Miami we sailed down Biscane Bay and anchored for the night behind Pumpkin Key. Biscane Bay is a little like the Chesapeake except it is shallow and the water is crystal clear. In the morning we motored through Angelfish Creek to Hawk Channel on the ocean side of the Keys and sailed 25 miles to Key Largo.

So here we are. Marina Del Mar is a good place to be (it's in the John Pennekamp State Park area) and the nicest marina we have seen in the Keys. Our friends are here as well, and the other cruisers here have made us feel welcome. We've already played in the tennis matches which happen every other day, made it to some of the daily 5pm gatherings, and been invited on the diving/snorkling trips.

It's been fun all the way. The Chesapeake was good sailing; Norfolk was interesting and foggy; N.C. had small friendly towns; S.C. was full of good places to be, like Charleston and Hilton Head; Georgia had Jeckyl Island but also lots of winding, boring motoring with strong currents and big tides, Florida is everything from the traditional at St. Augustine to the wayout at South Beach, the Keys are warm, with clear blue water.

We're here in the warm sunshine and enjoying every day. If you come this way, let us know and if you like, we could do some snorkeling.

Our mailing address until February is

G. Helldorfer
S/V Ragtime, Slip 17
Marina Del Mar
P.O. Box 1050
Key Largo, FL 33037

Merry Christmas and Happy New Year to all.

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Note:

Mail to the fleet is via a (slow) radio link. PLEASE be brief and send only PLAIN TEXT, no html and no enclosures. Consult the help file for your email program for information on how to send plain text messages.

You can send an email to:

Ragtime - K3GH@cho.win-net.org

Luv It - K3BXO@cho.win-net.org

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1999 Chesapeake Catalina Yacht Club Annual Dues

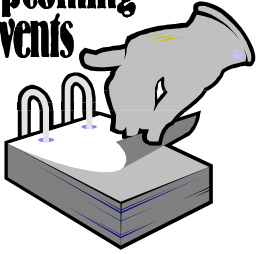
Boat name _____ Sail # _____
Boat model/type _____ LOA _____ Draft _____
Home port _____
Owner(s) Name _____
Address _____
City/state/zip _____
e-mail address _____
Telephone Home ____-____-_____
Work ____-____-_____
Boat ____-____-_____

CCYC/Fleet 11 Annual Dues \$35.00 _____
Total _____

Membership in the National Catalina organization, which includes receiving the "Mainsheet" magazine, is an additional \$20.00. You must send it to California yourself.

Mail this form with your check to Joan Savage, 1703 Pasture Brook Way, Potomac, MD, 20854

Upcoming Events



January 22 6:00 Dinner - FRC (Reservations - 410-263-4614)
7:30 Pre-meeting social - FRC
8:00 November Meeting

February 5 6:30 Cocktails – Weeks Landing
7:30 Pre-meeting dinner
8:30 Cruise Planning Meeting

February 19 6:00 Dinner - FRC (Reservations - 410-263-4614)
7:30 Pre-meeting social - FRC
8:00 November Meeting



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