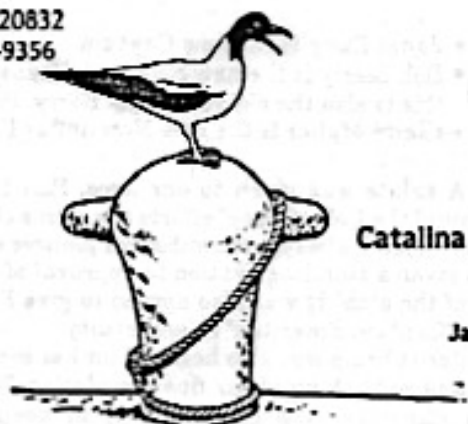


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Catalina 34 Fleet #12 Chesapeake Bay
THE DOCKLINE

January, 1992, VOLUME 2, NO. 1



FLEET CAPTAIN'S SIGNAL

While I coast down from the high of our November 23 meeting/presentation—demo/dinner, I want to take this opportunity to thank all of you for your enthusiasm and camaraderie during the beautiful, sunny, warm day we had in Solomons. Your participation is greatly appreciated.

As I looked around at the diversification of age represented in our Fleet, I reminisced on the years gone by that I did not know sailing could be such a pleasure and how late I came to the adventure of sailing. But the hidden agenda rests in being able to meet so many wonderful friends who in turn make sailing a longed for activity. Now as winter approaches, our vessels are given an undeserved rest, and we become available for a few months (very few) to scoop up the responsibilities of forgotten household chores and repairs. Walt & I look around the house, make a list of what we need to do, and work like beavers to get the months of neglect to the house taken care of so we can go out to play on our watery playground again.

My thanks to you, Ron Hill, for being an excellent Captain for our first year of Fleet 12 on the Bay. You spent many hours coordinating our Fleet; and we can all reward your effort by cooperating to make our Fleet grow in size so wherever we cruise, we can see a Fleet 12, Catalina 34, burgee flying. Appreciation goes to you, Bob Bierly, for your offering for a second year to be our Secretary/Treasurer and for your conscientious endeavor to keep our Fleet 12 in financial comfort. To release the responsibility of THE DOCKLINE into the very capable hands of Claire Maher and to see her

enthusiasm and to talk to her about her plans and to see the result of her planning at work when Dave Ewing interviewed us about the prizes handed out—Claire began work immediately. Thanks, Claire.

But not the least, my thanks to all of you for attending the meeting on November 23. For those of you who could not stay until the very end of the party, you don't know that your host and hostess departed before approximately 18 of the guests. We turned off the lights a little after 10:00 pm, locked the clubhouse door, and walked down to the dock. Walt & I had lots of help with the lines and a wonderful send-off as our guests waved good-bye to us while we motored BRIGADOON into the harbor and back to Cuckold Creek Saturday night. It felt odd leaving our guests like that, but we would have taken anyone along who wanted to come with us. No one wanted to. I can't imagine why—full moon, no haze, dark river, no wind to speak of. It was a nice ride to the marina, guys and gals, and we could have sung songs all the way. I can guess the DNR might have wondered what was going on out there, not to mention the Coast Guard.

I think we need another Solomons clubhouse party on a warm November day/night and a boat ride on the river after dark—a late night songfest on the high seas.

Let's keep in mind the February 29, 1992 meeting and have another great get-together. Read the article in THE DOCKLINE for information about the meeting.

Janet Rupp,
Captain(ess) Fleet 12

Semi-Annual Meeting Review and New Officers

And they came from the North, and they came from the South, and even East and West. From far distances they came. They came by land and by sea. And what to our wondering eyes did appear but a great multitude descending upon a small island, Solomons Island in this case!

And they were not all alike. Some spoke in strange tongues. The northerners thought the southerners talked with a strange accent, while the Southerners thought the same of the Northerners, while the middle couldn't figure out what all the fuss was about!

Some were longer in tooth and had stopped working for the weekly shekels, while some younger ones were still hustling to make their mark on the world. And the ones in the middle were marking time and couldn't see what all the fuss was about!

So it came to pass that this diverse contingent came together and was one. How could this be? What rules of human behavior were broken that we could be one?

The answer is clear. It is a beautiful and exotic piece of plastic, metal, and canvas called a "Catalina 34"! The object itself didn't cause this, but rather our interest in the object. This lovely inanimate object has caused a great communality out of diversity.

And so it was that the third meeting of Catalina 34 Fleet 12 was held in Solomons Island on the 23rd of November, nineteen hundred and ninety one, at the SMSA (Southern Maryland Sailing Association). This interesting historic house created the perfect background for our social intercourse. More than 40 people partook of the pleasures of the business meeting, the on-water rig tuning demonstration, and the bountiful repast created by Janet Rupp. Along the way new officers were elected.

- Janet Rupp is the new Captain
- Bob Bierly is the new Secretary/Treasurer (He is also the old one. Oops! Sorry. Past one!)
- Claire Maher is the new Newsletter Editor

A salute was given to our hero, Ron Hill, for his "Beyond the Call of Duty" efforts to get this club started. Fleet 12 shall always remember his pioneer efforts. Ron was given a standing ovation in approval of his launching of the club! It was also agreed to give Ron Hill the title "Captain Emeritus" in perpetuity.

Janet Rupp was also honored for her excellent editing and publishing of our fine newsletter. We all know how important the newsletter is in keeping a club together, especially when the members are as widely spread as ours are. Because Jan is a pro at doing good jobs, we all agreed she would make a wonderful Captain. We know Capt'n Rupp will lead us well.

Other official business included voting approval of our By-Laws. Other unofficial business included seeing all sorts of boat items during "show and tell" that Bob Bierly created, and watching the video Ron Hill made of all the improvements to his boat!

Jan Rupp gave clever gifts to seven members for momentous boating exploits. Some clever character figured out that those on the receiving end were folks who wrote articles for the newsletter! (Hint, hint!)

Most important was the socializing with all the other C-34 people! It continued late into the night, which found the Dalton's, Brown's, Ewing/Winchell, and Maher's partying at the near-by Holiday Inn. Boy is Helga an enthusiastic dancer!

We all look forward to February 29th.

— Reported by David Ewing.

THANKS "ODE" TO PAST LEADERS

On the twenty-third of November in ninety-one
Captain Ron Hill decided that "his work here was done."

He would no more command 34' Catalinas
From upper and lower and middle Bay marinas.

Gone, too, were our cruise captains from north and south Bay.
They were Duane (pronounced MAR not MARE) and also F.A.

But one incumbent, Bob Bierly, would still wear the hat
Of secretary/treasurer and POET LAUREATE.

Jan Rupp changed her role from editor and proofreader
To take the position of our new Fleet 12 leader.

And so thank you all truly for giving up your time
And also for material to help make this rhyme.

Lin Dalton
Windy Lin D.



Status of the Fleet 1992

Fleet 12 finished its first year with 34 members. We are spread from the north to the south ends of the Bay, and two boats are in North Carolina. At the fall meeting in Solomons, we had 41 people representing 20 boats.

Several of you showed the continuing high level of interest by paying dues for the 1992 calendar year. The Fleet also agreed and voted that any new member who joined after mid October 1991 would be continued in paid status through 1992. That means that as of January 1, 1992, the Fleet has 12 paid-up members and, for the rest, dues are now payable. I have coded the address labels of this newsletter to help those of you who do not remember whether you paid or not. If your label is highlighted in yellow, you did not pay dues for 1992. Dues of \$15 may be sent to the Treasurer (Bob Bierly, 6817 Ontario Street, Springfield, Virginia, 22152) or paid at the February meeting.

I remain convinced that there are a lot of other Catalina 34 owners out there that would join Fleet 12 if they knew of its existence and activities. The best way to get interested sailors into Fleet 12 is for each member to be constantly on the alert for Catalina 34's in their area of the Bay and to make it a point to encourage owners to at least look into the Fleet to see if there is something there to be worth the effort. The National officers are convinced that most 34 owner's do not know about the Mainsheet, the National Ass'n or local Fleets because they are second or later buyers of their boats. There is no way to get to them except by individual fleet members making the effort to at least inform and encourage membership. This club will be what we make of it. I will happily contact owners (prospective new members), if you can provide an address or a phone number. If other Fleet experience is any indicator, our turnover annually will be about 30 to 50 percent depending on how well the Fleet programs meet folks' expectations and whether sailing remains an individual's active interest.

The Fleet treasury now amounts to \$538, the result of dues, selling burgees and minimizing costs in our first year. I believe that we are healthy and have survived the formative first year. The February meeting offers the opportunity for each member to bring new ideas which the Fleet should consider to provide new services and programs for the membership. By the way, I have more burgees which sell for \$15.00. We now have 25 boats flying our burgee on the Bay.

Bob Bierly
Secretary Treasurer
C/Mon Wind #913

"SAILIN' SOLUTION"

When we commissioned *Windy Lin D.* in April 1989, we installed one of those in-line head treatment kits (the kind with the 2 oz. plastic bottles that you screw into a T-fitting). Well, when we pumped, it worked. The off color Bay water (I'm being kind) was transformed into a pleasant smelling, foamy, blue liquid. And, what is more, the pump operated more easily.

But in three weekends the bottle's contents were exhausted. At \$4.50 for each 2 oz. refill, this promised to make our hole in the water a little larger.

Some brainstorming on Lin's and my part yielded a possible solution (no pun intended).

We found some sample shampoo bottles that were the same size and had the same threads as the T-fitting. K-Mart carried a gel-like toilet bowl solution. When melted, over low heat, it liquified. The K-Mart solution is environmentally safe and contains no phosphates.

Our first test was a success. It lasted about as long as the original but it cost less than \$.50 per bottle. We now make up a dozen over the winter months. It helps us transform those winter blues into a summer's sailin' solution.

Corky Dalton
Windy Lin D.



SO YOU THINK YOU HAVE A PROBLEM?

Stolen from Somewhere by Joe Folco (Catalina 36)

YOU KNOW YOU'RE IN TROUBLE WHEN . . .

1. You have run aground and you can easily walk 360 degrees around your boat.
2. You're 20 feet from the dock and you still have shore power.
3. The Coast Guard boards and your "Y" valve is on "X".
4. You're going under a 50-foot bridge with a 51-foot mast.
5. The Coast Guard refuses to board.
6. The rats put on life jackets.
7. The Captain says, "I don't know" on a 40 degree angle of heel.
8. After lightning strikes, everyone points to the top of your mast.
9. The Marine Police put a Denver Boot on your boat.
10. The wind is blowing 25 knots and the main won't come down.

Thanks Dave Ewing, for sending this in!

Some Useful Winter Projects

Some things we've done to make cruising the Bay more comfortable also make winter evenings and weekends without sailing more enjoyable (or at least help the non-sailing time pass more quickly). Basically, these things take little more skill than operation of a sewing machine, painting, sanding, or driving a screw or two. You can make it as complicated or "finished" as suits your skills, budget and tastes. Our suggestions based on our "most used" items:

1. *Cover your naughtide cockpit cushions with terry cloth.* This can be done with 4 inexpensive bath towels sewn end to end and then back to back forming a long bag. The easiest closure is a wide hem with a draw string. Almost as easy is to tailor the bag (inside out) to the cushions and put a zipper on the wider end or a velcro strip. Jane and I find that the terry covers are far more comfortable to sit on in summer and are easily washed after hot summer trips or sloppy cockpit parties. A single towel makes a nice cover for your throwable cushions as well.

2. *Anchor Washer.* If you anchor out at all, you have encountered the real Chesapeake Bay: gray slime/mud. An anchor washer keeps the foredeck and you clean. Mine is a 800 gph bilge pump with about 10 feet of 3/4" hose and about 15' of lamp wire with a cigarette lighter plug. With a 12 v female plug in the anchor locker, I can plug in the pump and wash the gray goo off the anchor as I haul it aboard. I can also use the pump to bail the inflatable after a

rain storm. This technique uses salt water and a minimum modification to the boat. I know others have installed a washdown pump, thruhull, hose bib and switch (in the anchor locker) to accomplish the same end.

3. *Can crusher.* If you cruise and drink from aluminum cans, you may be surprised how much of your summer garbage volume is empty cans. An inexpensive solution is a plastic can crusher. The Cat 34 leaves little space for permanent mounting, so we have mounted ours on a board about 6" wide and 18" long, stained and varnished. The crusher operates horizontally on the counter top and stores under the oven.

4. *VHF Extension speaker.* Radio shack makes an indestructible \$4.95 speaker which can be used to permit VHF monitoring at the wheel by running speaker wire from the nav station aft along the port side to the aft cockpit locker. If you are reluctant to drill thru the fiber glass to mount a permanent speaker (as I am) you can mount the speaker with suction cups under the instrument panel when in use and put it in the locker for storage. The bulk of VHF's have a jack in the back for extension speakers.

I would be very interested in each member's own nomination for their own best fix or most used item to improve cruising, comfort or maintenance.

Bob Bierly
C'Mon Wind

MISCELLANEOUS EWING RAMBLINGS

This past winter I had to go to Harrisburg Pa. for a meeting. Fortunately the client agreed to pay for plane tickets. I arrived in Harrisburg on time. The airport limousine got me to town on time. The meeting went well. The limousine picked me up as arranged and deposited me back at the airport exactly 30 minutes before take off time. I couldn't believe how well all was going. I walked up to the loading gate just in time to hear the announcement that my plane to Pittsburgh was—canceled! In fact, due to a heavy storm just beginning, they doubted if any planes would get in that day, and even if the next mornings plane would get in, it probably would be overfilled.

As I watched all the others mill around like sheep not knowing what to do I suddenly realized that planes aren't the only means of transportation. Buying the last 2 quarters the snack bar possessed, I called the bus station and found many busses to Pittsburgh. A quick taxi ride later I found myself in a world entirely different from which most of us know.

As a 4½ hour drive was longer than I could last without a cigarette, I had to sit in the last 3 rows of the bus. There was no time to buy something to read so I listened to 2 fellows behind me. They were from South Philly, and their occupation seemed to be—drug dealing! I looked at them during a stop and they couldn't have been more than teenagers! How different from my upbringing. The best of times in their lives seemed to be going to a party and having "real good shit". One said he could make \$1000 a day if he hustled, but some days he "just smoked it all up".

I tried thinking of what I would tell them if I had enough nerve to talk to them. It boiled down to, you must

have something good to look forward to, that you would work towards, that would fulfill you, and make you be part of the world, to be one with nature not apart and separate. And I would tell them that I had found this oneness on the water, sailing on my boat where Gods wind took me, working with nature, not separately, and feeling like all the world was at peace, and completely relaxed, and happier than any artificial drug could ever possibly produce.

But I didn't tell them, probably because I knew their background was worlds apart from mine. And I tried to think of what in my early years, made me now, at my advancing age, find my peace and contentment on the water (on a long bus ride what else can you do but think?) And I remembered the first vacation my parents took me on during the summer of 1945. Because of gas rationing for the war effort we took the car across Lake Erie on a ferry boat. Once in Canada we could buy gas to take us to Pickerel Lake in northern Ontario. There was a rustic cottage where my mother cooked over a wood burning stove. And I mastered the homemade rowboat everyday in the lake, going straight, crooked, and in circles, until one day when my father thought me ready, we embarked on a trip all the way across the lake, and as my father, brother, and I all took turns rowing a straight and true course, my father recited a poem "The Yarn of the Nancy Bell". Every year that we subsequently went to the lake, whenever we rowed across that lake, he would again and again recite that poem, so that even today whether I am crossing the state of Pennsylvania in the back of a bus or rolling with the waves on the Chesapeake Bay, the words still come back to me.

Dave Ewing
Cherrette

THE YARN OF THE NANCY BELL

(From the Hub Ballads)

T WAS ON THE SMOKES that round our coast
From Deal to Ramsgate span,
That I found alone, on a piece of stone,
An elderly naval man.

His hair was weedy, his beard was long,
And weedy and long was he;
And I heard this wight on the shore recite,
In a singular minor key:

"O, I am a cook and a captain bold,
And the mate of the Nancy brig,
And a bo'sun tight, and a midshipmite,
And the crew of the captain's gig."

And he shook his fists and he tore his hair,
Till I really felt afraid,
For I couldn't help thinking the man had been drinking,
And so I simply said:

"O elderly man, it's little I know
Of the duties of men of the sea,
And I'll cut my hand if I understand
How you can possibly be

"At once a cook and a captain bold,
And the mate of the Nancy brig,
And a bo'sun tight, and a midshipmite,
And the crew of the captain's gig!"

Then he gave a hitch to his trousers, which
Is a trick all seamen learn,
And having got rid of a thumping quid
He spun this painful yarn:

"T was in the good ship Nancy Bell
That we sailed to the Indian sea,
And there on a reef we came to grief,
Which has often occurred to me.

"And pretty nigh all o' the crew was drowned
(There was seventy-seven o' soul);
And only ten of the Nancy's men
Said 'Here' to the muster-roll.

"There was me, and the cook, and the captain bold,
And the mate of the Nancy brig,
And the bo'sun tight, and a midshipmite,
And the crew of the captain's gig.

"For a month we'd neither wittles nor drink,
Till a-hungry we did feel,
So we drewed a lot, and, accordin', shot
The captain for our meal.

"The next lot fell to the Nancy's mate,
And a delicate dish he made;
Then our appetite with the midshipmite
We seven survivors stayed.

"And then we murdered the bo'sun tight,
And he much resembled pig;
Then we wittled free, did the cook and me,
On the crew of the captain's gig.

"Then only the cook and me was left,
And the delicate question, 'Which
Of us two goes to the kettle?' arose,
And we argued it out as sich.

"For I loved that cook as a brother, I did,
And the cook he worshipped me;
But we'd both be blowed if we'd either be stowed
In the other chap's hold, you see.

"I'll be eat if you dines off me," says Tom.
'Yes, that,' says I, 'you'll be.
I'm boiled if I die, my friend,' quoth I;
And 'Exactly so,' quoth he.

"Says he: 'Dear James, to murder me
Were a foolish thing to do,
For don't you see that you can't cook me,
While I can—and will—cook you?'

"So he boils the water, and takes the salt
And the pepper in portions true
(Which he never forgot), and some chopped shalot,
And some sage and parsley too.

"Come here," says he, with a proper pride,
Which his smiling features tell;
'T will soothing be if I let you see
How extremely nice you'll smell.'

"And he stirred it round, and round, and round,
And he sniffed at the foaming froth;
When I ups with his heels, and smothered his squeals
In the scum of the boiling broth.

"And I eat that cook in a week or less,
And as I eating be
The last of his chops, why I almost drops,
For a wessel in sight I see.

"And I never larf, and I never smile,
And I never lark nor play;
But I sit and croak, and a single joke
I have—which is to say:

"O, I am a cook and a captain bold
And the mate of the Nancy brig,
And a bo'sun tight, and a midshipmite,
And the crew of the captain's gig!"

WILLIAM SCHWENCK GILBERT

1992 CRUISE SCHEDULE

Cruise Captains: Corky Dalton, Northern Bay
Al Blank, Southern Bay
Janet Rupp, Middle Bay



Northern Bay Cruises

All members of Fleet 12 are invited to the Northern Bay cruises, especially the one in August (see below). For general information about the cruises call Corky or Lin Dalton at (717)737-6213. For specific information about a cruise or to make your reservation, call the Cruise Captain.

Cruise Captains will consider locations with 1) sufficient water for deep keels, 2) sufficient space for rafting and individual anchoring for those who wish to leave the raft, and 3) availability of marinas near-by in the event of bad weather.

DATES: May 23 thru 25 (Memorial Day)
PLACE: Magothy River - Broad Creek & Mill Cr
(off Whitehall Bay)
CAPTAIN: Mahers
ALTERNATE: Davis

DATES: June 20/21
PLACE: Swan Creek Marina
CAPTAIN: Daltons
ALTERNATE: Mahers

DATES: July 25/26
PLACE: Bodkin Cr. (Patapsco R)
CAPTAIN: Ewing/Winchell
ALTERNATE: Daltons

DATES: Aug. 15/16
PLACE: Piney Narrows Marina (Kent Narrows)
CAPTAIN: Lambs
SPECIAL CRAB FEAST (come by land too)

DATES: Sept. 26/27
PLACE: Grays Inn Cr. (Chester R.)
CAPTAIN: Davis
ALTERNATE: Ewing/Winchell

DATES: Oct. 10/11
PLACE: Worton Cr.
CAPTAIN: Browns
ALTERNATE: Ewing/Winchell

Cruise Schedule—Middle Bay

As Middle Bay Cruise Captain, I would like to establish the following itinerary early enough so you can put the locations on your calendars. At least this will help eliminate my "cabin fever" knowing I have some tangible plans for cruising with you in 1992.

Smith Creek May 9-10

on the Potomac River (Love Cove behind #6). This is Mother's Day, so those of you who can make it, let's dine at one of the restaurants in the area.

Hudson Creek June 13-14

on the Little Choptank River

Solomons August 29-30

Yeocomico October 3-4

on south side of Potomac River

Call your cruise leader if you can go on the cruise. Sometimes cruises are cancelled due to inclement weather. So if Walt and I know you are going on the cruise, we can contact you if the cruise is cancelled. More later.

Janet Rupp,
Middle Bay Cruise Leader

DID YOU KNOW?

"V" BERTH HATCH HINGES. For C-34s, 1988 and subsequent with broken hinges, the maker of the "V" Berth "Roll Top Hatch" will supply you with a *free* hinge repair kit. Ref: LEWMAR, tel (401) 255-6200 (Ron Hill).

ENGINE TEMPERATURE. The engine temperature for the Universal 25XP engine should run about 160°F. If your gauge reads substantially different, I'd do some checking. The range of error for the Teleflex engine temperature gauge at 180°F is $\pm 3^\circ\text{F}$. Ref: 71°C (or 159.8°F) is stamped on the thermostat. (Ron Hill).

KEY CHAIN FLOATS. If you haven't checked, yours may not float when dropped overboard as a friend of mine found out recently! Check your boat keys and attached float in the sink or a bucket of water. You may be surprised. Too many keys or poor floatation will cause them to sink. Ref: Archimedes, 200 B.C., tel unlisted. (Ron Hill).

MAIN SHEET TRAVELER. Do not try to take this traveler off the bar! The bearings are not encapsulated and when taken off the traveler bar, become a "broken pearl necklace" Ref: Caution stamped on the 1990 and subsequent travelers, or just ask Bob Bierly. (Ron Hill).

MAST BOOT "SUN UMBRELLA"

In a March 1991 letter to the Editor of *Practical Sailor*, a writer commented that... "a covered (mast) boot will last four or five times as long as one exposed to the sun." I recalled a comment made by a friend about how the PVC holder for his hand held VHF radio shrunk and became brittle because of exposure to the sun. When I asked a local sail loft for their thoughts on covering the mast boot, the manager said that he had cautioned a friend to cover his PVC mast boot to keep it "out of the sun." He said that his friend wished he had heeded the advice, because his mast boot cracked in the middle of the eighth sailing season. Pulling the mast just to replace a cracked PVC boot is neither simple nor inexpensive.

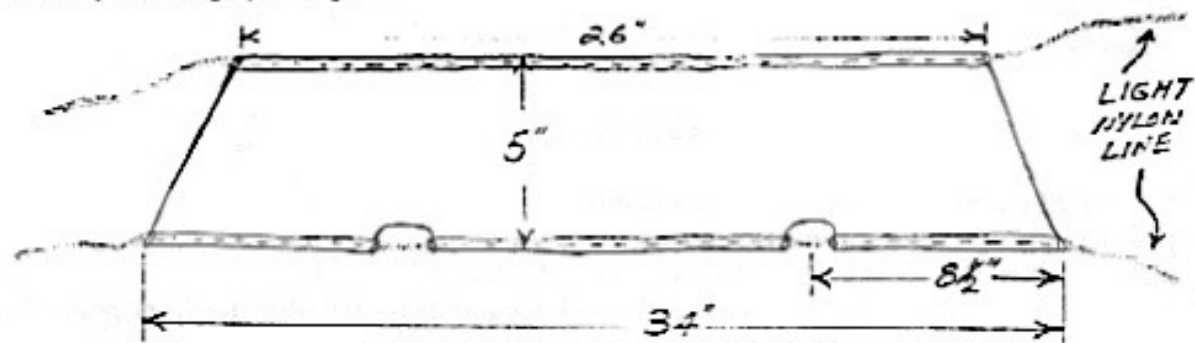
At that same sail loft, I bought a piece of the material they use to make dodgers and biminis. Because I needed a long, narrow piece and was willing to take a scrap, it only cost \$2.00 for enough to make two covers. I selected gray so the cover would be a light color and blend in with my C-34 gray anti-skid deck.

I cut a piece of material in a trapezoidal shape, 26" at the top, 34" at the bottom, and 5" high. I made two cuts on the bottom (34" side) so the finished notches would measure approximately 3 1/2" long by 1" high.

The notches will accommodate the deck hardware that the halyard blocks attach to on each side of the mast. Next, I sewed a 1/2" seam forming a sleeve or casing for a light nylon line to pass through on the top and the bottom of the boot cover. The nylon line on the bottom goes under the deck hardware at each notch. Even though the cover is secured around the mast by tying the ends together at the top and bottom, I found it necessary to put a stainless snap in the center where the two ends join. This insures that the sun can't peek in. Although my prowess with a sewing machine is somewhat limited (primitive to be exact), I'm sure a real seamstress could put in three 1" darts to gather in the material and rid my design of the baggy look.

My cover held up well during its first season, looks nice, and serves its prime purpose of keeping the mast boot out of the sunlight. My design was made for a C-34 mast (keel stepped) with a 25" outside circumference and a 32" deck adapter. I'm sure this design will also fit a C-36, C-38, and with slight modifications, a C-30.

Ron Hill
APACHE #788



FROM THE GALLEY

Pizza Pasta

- | | |
|-------------------------------|---------------------------------|
| 1/4 bag tri-colored pasta | 1 stick pepperoni, sliced |
| 1 gr pepper, chopped | 1 sm can chopped black olives |
| 1 red pepper, chopped | 8 oz shredded mozzarella cheese |
| 12-15 cherry tomatoes, halved | 1 bottle Italian Salad dressing |

Cook pasta as directed; cool slightly. Add remaining ingredients. Mix and serve at room temperature. Can be made ahead. I also find that the ingredients store well on board so I usually make this toward the end of our annual week-long cruise.

Claire Maher
Whiskers

Editors' Note: How about some more What's In A Name? articles? They sure are fun to read.



Hint:

Even though we have refrigeration aboard APACHE, I have found it more efficient to start a trip with a block of ice. I use a Rubbermaid dishpan #2591 and make a 2 1/2 gallon block in our freezer. We were told by a friend to spray the inside of the dishpan with PAM so the block won't stick. Thru trial and error, I found that the block doesn't stick that much, but if PAM is used it leaves a "bath tub ring" on the inside of the refrigerator that has to be cleaned at the end of the trip.

Ron Hill
APACHE #788

CHESAPEAKE CATALINA 34 — FLEET 12

Meeting on February 29, 1992

1:00 p.m. until

at the **AMERISUITES HOTEL**

4100 Cox Road

Richmond, Virginia



Virginia Pit Cured Barbeque

Country Fried Chicken

Baked Beans/Salad

Coffee, Tea, Beer, Wine, Soft Drinks

Assorted Pies

the usual chips, dips & munchies

\$8.00 per person

A-G-E-N-D-A

- | | |
|------------------------|--|
| 1:00 p.m. to 2:00 p.m. | Social/Get acquainted |
| 2:00 p.m. to 3:00 p.m. | Business meeting |
| 3:00 p.m. to 4:00 p.m. | Stephen Knox, Naval Architect
from Portsmouth and frequent contributor to <i>Chesapeake Bay</i>
magazine |
| 4:00 p.m. to | Buffet/Social |

DIRECTIONS: I-95 or I-64 to I-295 West. Go West on I-295 (towards Charlottesville) about 9 miles to Nuchols Road (South) exit. Go South on Nuchols road 0.7 mile to first stoplight and turn right onto Cox Road. Go 1.25 miles to Amerisuites Hotel on your right. Our meeting is in Conference Room "A" on the ground floor.

Hosted by Emily & Charlie Copeland and Opal & F.A. Bristow

Suggested places to stay overnight:

Amerisuites Hotel (\$69 double) (804) 747-9644

Holiday Inn—I-64 West - 6531 W Broad St. (804) 285-9951

Days Inn—2100 Dickens Rd. (804) 282-3300