

LOG of MIMI

VOLUME 2

SUMMER on the CHESAPEAKE 2003

CHAPTER ONE – INDEPENDENCE DAY, 2003

Chesapeake & Tributary Rivers

Patapsco (Baltimore)

Chester (Comegy's Bight)

Miles (St. Michael's)

Severn (Annapolis)

We're so anxious to get back to the boat, it was hard to get back into the daily grind, but finally the day comes...July 1st, with our grandson Ruffin and his mother Racheal delivering us to the Austin airport, we at last are ready to go back to Baltimore. When we got there, we could see that the company we had wash and wax the MIMI had done a great job, she looked beautiful and majestic sitting out there on the "T" head. The owner of the company "Sea Clean", Jay Lutskus came by during cocktail hour for a visit and to make sure we liked the job. The flight here and having to host a big wedding party for Shannon Williams on the 28th took its toll, we went right to bed after snacking for supper. Oh how great it feels to be back!!

July 2nd Wednesday, docked Inner Harbor East, Baltimore, Md. [Upper 70's, rain 2pm on]

The weather has not let us down. Today is organization day and provisioning. We discover the "Whole Foods" grocery store about a block from the dock, a store that is all organic foods, the meats, and veggies were wonderful, and the fish out of sight. Then we discovered Broadway Liquors, only about 8 blocks from the dock, John the owner will deliver, so we ordered 5 cases of Fosters Beer, and some local wines, he is to deliver on the 3rd just before our friends Wendell and Donna Williams come for a cruise on the Chesapeake. We grilled a Tuna steak, in the rain of course, then watched the HBO movie "Basic Instinct" with Michael Douglas and Sharon Stone, although marginal, we made it till 11 PM before moving to the bed.

July 3rd Thursday, docked Baltimore, Md. [Upper 70's, light rain] Rain continues what else?? A good day for boat projects and preparation for the Williams, arriving today at 4:30PM. After getting them all settled in and oriented to the MIMI, we have a cocktail before heading off to Little Italy and dinner at La Scala. Nice atmosphere, but it must have been an off day; the food was a little cold and not that great. Maybe we should have stopped with the appetizers, the calamari was super. The company was great, the Williams got to tell us all about the past week with daughter Shannon and future husband Simon Boyce and his family (they are from England, now living in Jersey) so it was an interesting story. Shannon and Simon are living in San Francisco and will be married in August. We are looking forward to that trip. No movie tonight.

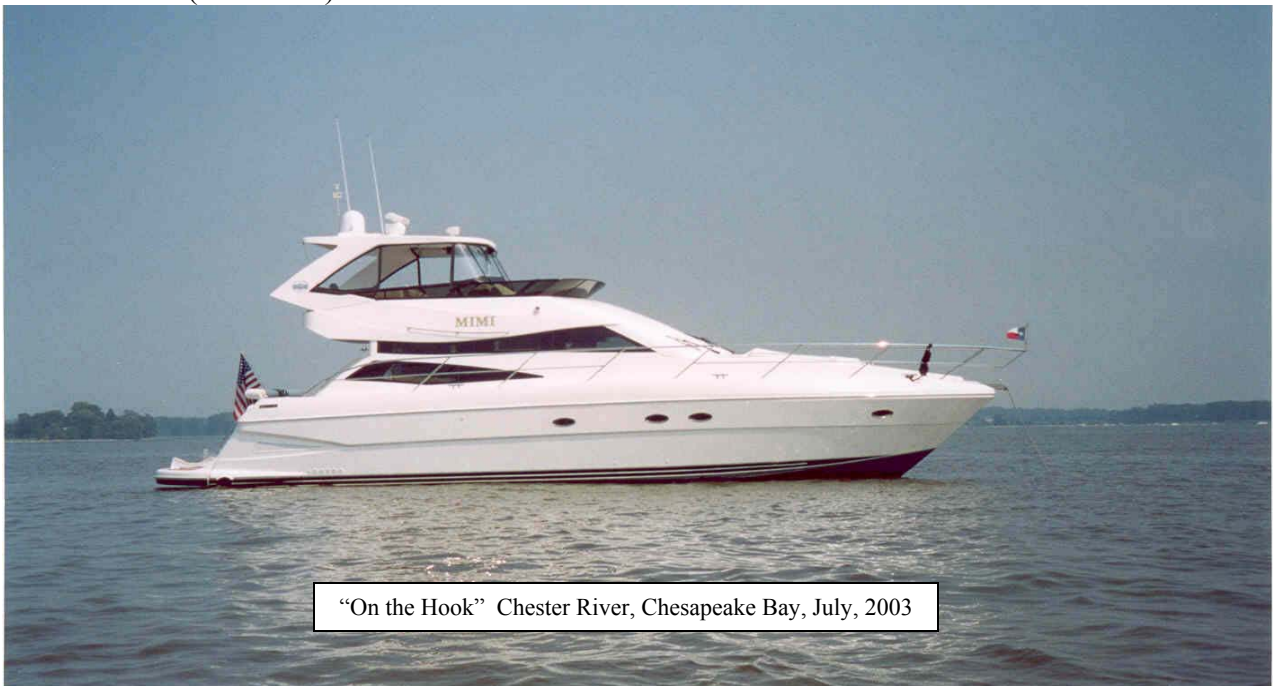
July 4th Friday, docked Baltimore, Md. [Mid 90's, clear wind 10-15] We are going to stay at dock today and tonight to watch the fireworks that are going to go off about 300 yards out in the river across from our marina. Wendell and Donna are taking credit for the sun shining, "should have invited us sooner" they say. Since the holding tank gauge has never worked, we moved over to the

fuel dock out on the river and pumped the tank; the pump was not working the best, but finally got it done. The dockhands here are all great; Tony did his best and stayed pleasant all the time. We had lunch on the boat, and then Jim and Wendell walked to the Broadway Liquors, to get John and bring the beer back to the boat in his auto. He is the kind of friend you need in every port, a guy who owns a liquor store and will deliver!!

We had agreed to meet the ladies, who had gone “gathering” (shopping), a major error as it was hot, crowded, and a very long walk. We had to call them 3 times on the cell phone to find them it was so crowded. We found them, but they were not through, so we went to the Barnes and Noble bookstore for reading material for our cruise, then on back to boat. The ladies show up for cocktails, then we grill steaks about 8 PM, and after that settle in to watch the fireworks over the harbor. The marina was packed with boats every where you looked and the shore crowded with people, that should have given us a hint as to the size of show we were about to see. It was both amazing and wonderful, the entire harbor was alive with the lights from the fireworks, it lasted 25+ minutes.

Some of the sideshows during the day were wild; watching people land their boats was almost like a comedy in some cases. The first prize went to this black couple on a 25-26’ boat, when they got to the dock, the lady handed the dock hand a package of dock line still in the package, of course only had 2 packaged dock lines. Most of the boaters did not have lines ready, and never the bumpers. And they say there is no need for a boater to have a license to drive a boat??

July 5th – Saturday, docked Baltimore, Md. [Mid 70’s to mid 90’s, clear] We are ready to cruise; Jim and Wendell are up early making preparations, while the ladies are soon up (crack of 9). It is a beautiful day, and there are hundreds of boats leaving Baltimore this morning along with us. One of the prettiest sights on the Patapsco River is Ft. McHenry, an old union fort that guarded the river entrance to Baltimore with its big cannons. We are heading to Comegy’s Bight, a cove on the Chester River (east shore) to anchor.



“On the Hook” Chester River, Chesapeake Bay, July, 2003

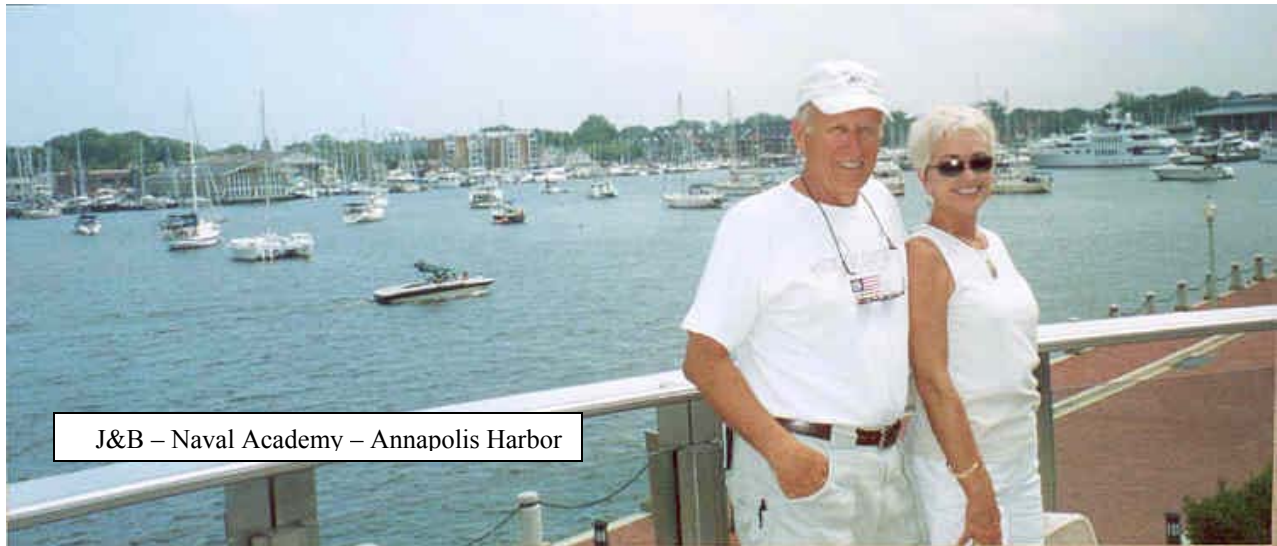
Since Capt Jim is getting these places from a cruising guide, there was some concern about the anchorage being crowded. No cause for that, we were it, except for a couple of small fishing boats running trout lines.

The temperature gets up to near 100, so a good time to go exploring in the dink, up Comegy creek, and across the river to a popular sandy beach. The water was pretty muddy even by gulf coast standards, but we did see about 20 ski boats. After a dinner of grilled chicken and fixings, we watched the new 007 movie “Die another day”, it was terrible, mostly a special effects flier. The really big show was the distant lightening and threat of a thunderstorm, so Capt Jim puts out more anchor rode and secures the cushions on the deck.

July 6th – Sunday, anchored Chester River (Comegy’s Bight). [Mid 70’s – Low 90’s, clear winds 5-10] Another beautiful day in paradise. We did have a little rain last night, but did nothing except cool it off some. The girls are “sleeping” in since it is only a couple of hours to St. Michaels, our next stop. We weigh anchor, Wendell loves the hose right there to wash off the chain and anchor, both sea water and fresh water available for the job, however he critiques the hose hanger system. Little does he know about the month long problem with Capt Jims elbow, from working down in the anchor well, this hanger will have to do for a while. We arrive at St Michaels and although the slip is tight with MIMI’s beam, no problem, we wiggle in and get settled. With shopping time a wasting, Betty and Donna hurry the boys to finish, then its off to town, women gathering, while the men (true hunters) accomplish their mission in short order and return to the MIMI, while the women remain in town true to their gathering reputation. Around 6, we all went to St Michaels Crab & Steak for cocktails, followed by steamed crab, oh how sweet it is!! The ladies tired from gathering all afternoon, retired to read and crash, while Wendell and Jim watch “Green Mile” DVD with Tom Hanks. The wind kicks up, so Jim made a quick on the dock lines and the decks for things that could fly off.

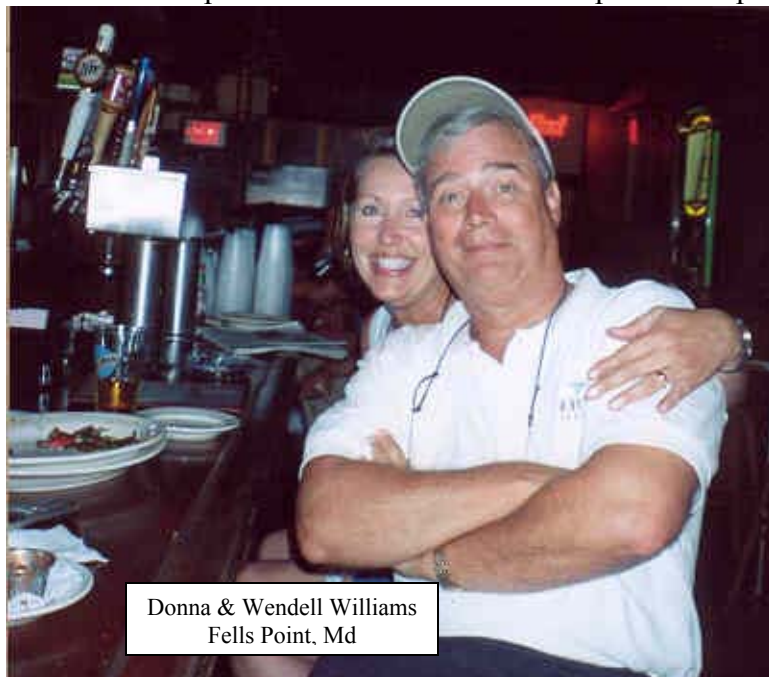
July 7th – Monday, docked St. Michaels, Md. [Mid 70’s – Low 90’s, clear winds 5-10] Great weather 2 days in a row, maybe something to inviting Wendell sooner?? The ladies finally up at 10, but before we can head over to Annapolis, they must take back a belt they say, ok must have been the truth, they got back and we were off at 11 AM. It is a fairly short cruise back over to the west shore to Annapolis, where we got a slip at the Annapolis Yacht Basin. The harbor is small and packed with boats, many of them Mega yachts, making it a challenge to maneuver around the docks. The “Triumphant Lady” a 147’ yacht was preparing to leave, she has been here 1-½ months, the owner here twice.

Its 2 PM and hunger strikes, so we find “Middleton Tavern”, just a few blocks away, and on the way to the Naval Academy, so we solved that problem. Calamari was superb with delicious burgers, especially the bleu cheese burger. Pilsner (Yengling) beer, cold on tap, topped it off. At the Naval Academy, the ladies slip away to do more shopping (what else) while Jim and Wendell stroll the campus, in rain of course. The whole campus has beautiful grounds and large trees, with more and larger buildings than expected. At the museum/bookstore there is an awesome display of model historic ships, mostly 1700s vintage. One of the models was of a 150’ boat that would house to 750 men. Others were carved from beef bone by Russian POWs from the 1600s, amazing craftsmanship. Back at the MIMI a brief rainstorm blows through, after which we walk to Carol’s Creek restaurant where the appetizers were enough for the crew. Annapolis is a wonderful place, a must when on the Chesapeake.



J&B – Naval Academy – Annapolis Harbor

July 8th - Thursday docked Annapolis Yacht Basin [Mid 70's – Low 90's, cloudy winds 10-15] No rain yet. We walk over to the Maryland Statehouse a few blocks away, it is well worth the visit. The grounds are relatively small with brick walks and tall trees. A metal detector greets us at the door, but after that no problem. So much history here, the most impressive was the actual room where Washington resigned his army commission to become president. Most of Annapolis is historic and with National Historic register plaques everywhere. We returned to MIMI in light rain for our noon departure to Baltimore. It was a pleasant trip back with intermittent rain showers.



Donna & Wendell Williams
Fells Point, Md

We get tied up at our dock, and then dink over to Fells Point for.... you got it more shopping. Jim & Wendell wait it out in a local dive and the girls show up later for hot wings and beer. Later we get the Williams ready to leave in the AM.

July 9th – Wednesday docked Baltimore, Md. [Mid 70's – Mid 90's, cloudy winds 5-10] The Williams depart for the airport at 8 AM, we are sad to see them go, but already looking forward to their next visit to MIMI some time this fall. We do not leave till the 14th for Texas, so we start looking at our “to do” list and weigh that against cruising some more. The long “to do” list wins out

it looks like, so many things are time consuming and need to be done before leaving on the trip south to Florida. We spend the remainder of the day cleaning and doing small projects.

July 10th & 11th – Thursday & Friday docked Baltimore. [Mid 70's – Mid 80's, cloudy – rain later] Ken and Helen our sailboat (“Tatiana”) friends, loan us their car to go to Wal-Mart and Sam's, that

is a trip in itself, finally finding them in an industrial district called Port Covington Shopping Center, the only stores in a seemingly remote area. We had a very bad experience in the Wal-Mart photo department, it was the most un-professional department we had ever seen in a Wal-Mart, employees fighting and yelling at each other, ignoring customers, equipment malfunctioning and developed pictures piled all over the place. The print machine jams and after 2 hours, I just retrieve the developed film and depart without photos. "They will be ready later tonight they tell me"....Yeah right!!!!

Friday we do a major project; fix the intake water line leak. A nipple, located between the filter and water softener, due to a lack of plumbers tape and not tight enough. But to get to it....Oh well, now it works. We borrow the auto again and go to West Marine, I think we have said the worst in the country, and with a Yankee attitude (i.e. Yankee for just plain AH), of course only get 25% of what we needed. We drive on over to Wal-Mart to pick up our prints, what was we thinking??? Of course no prints, Jim had taken the film (good move Jim) and when one of the DA opened the machine doors and hatches to clear the jam in it, they exposed all the undeveloped prints...sounds like a DA to us!! We pass on their offer for free prints; no way this DA gets my film!!! We get drenched in a cloudburst going back to the boat at the marina. The rain passes, but it is a windy evening. Takes several cocktails to relax after our "Wal-Mart" experience.

July 12th - Saturday docked Baltimore, Md. [Mid 70's – Upper 90's, clear – rain late, winds 5-10] Now we have really mixed emotions, if we should go cruise or do more of the list of "to dos". Again the "to dos" wins out. We charged up the water softener, it works great, then put out our new trash cans for the aft deck and the upper deck, cleaned the dink, treated the dink cover with 303 spray to help water proof it, mounted a key hanger, re-caulked the forward head shower, hung rope hangers in lazarette (no more having to move the pile every time you try to find a rope), and a binocular box mounted on bridge. The "to do" list is getting smaller. We reward ourselves with a walk to little Italy and decide on Sabatini's, a good choice. It was no surprise to find it raining when we leave the restaurant; we brought no umbrella of course. We drop into Mo's for a drink to let the rain pass, by the way do not order a double at Mo's, you get a water glass full anyway!!! With the liquor at Mo's and today's work, it's quick to bed.

July 13th – Sunday docked Baltimore, Md. [Upper 70's – Upper 80's, clear winds 5-10] Since we leave for Texas tomorrow we finish up some projects, mostly trying to find a leak around the windshield wipers, no luck with that. Tried to tighten the Hydraulic steering fittings, we have a slight hydraulic leak and cannot keep the pressure stable in the oil reservoir. We had to have a last dinner of steamed crabs, so off to Mo's for a feast, after dinner drinks, then early turn in, no movie.

July 14th – Monday docked Baltimore, Md. [Low 70's, overcast] our day to leave for Texas, overcast lower 70s a little cool. Everything ready to leave. Visited with Dayton, an older man (85) with girl friend, that had come in on the sailboat "Halyon". They came in from Vero Beach Fl to spend the summer dodging hurricane season. We have had another 2 weeks of cruising and being in paradise, we are already looking forward to our return in 2 weeks.

Patapsco (Baltimore)
Chester (Reed Creek)
Eastern Bay (Kent Is.)
Choptank & Tred Avon (Oxford)
St. Mary's (Ippity Wichity Is.)
Potomac (Washington, DC)

July 30th – Monday docked Baltimore, Md. We returned to the boat today.... Of course we're not surprised to find it raining again in Baltimore when we arrive. MIMI is in great shape; Jay's crew had washed her today. We head right over to "Whole Foods" for seafood soup and sushi for our dinner on the boat; it feels so good to be back again.

July 31st - Thursday docked Baltimore, Md. [Mid 70's – Mid 80's, showers off & on all day] Just relaxing on the boat, doing work at home on the phone, getting good news about a project. The afternoon we spent at the Aquarium, it is some place, worth the walk to it. It is under expansion and will be even grander. The Inner harbor is a real tourist thing, lots of restaurants, WWII submarine, the wooden battle ship "Constellation", an old Coast Guard Ship, an old ship they used for light house out of the Chesapeake, and of course lots of shops. The Barnes and Noble bookstore is in the old power plant and is huge. We do a rump roast on the spit for dinner. John of Broadway Liquors makes a delivery at 8:05 in his caddy. Dick (Ralph) and Jeanne Jones drive in from Tennessee at 9 PM, just in time for supper. Ralph and Ralph stay up past mid night getting caught up and working on tomorrows hangover...It worked, we both had a hangover in the morning.

August 1 - Friday docked Baltimore, Md. [Mid 70's – Mid 80's, 98% humidity rain off & on all day] Of course rain welcoming us back all day and no sun again. Just doing projects and people watching, while trying to get rid of hang over, we put off the red beer as long as possible... 10AM we finally succumbed, what was we thinking, we should have done this earlier !! We went to West Marine (the same bad one as before), where did that guy come from, he was friendly and no Yankee attitude???? We wanted to eat next, steamed crab sounded so good, we tried Capt James on the dock, but not open till 5 PM, so we thought the restaurant with his name would be good, wrong!!!! No service, zero, nada after 10 minutes no water, no one in sight and bar tender leaves the bar, we are out of there, a good decision. We went to BO's located in a big marina "Baltimore Marine Center", good view, food ok, service good. This place is big, but only 6-7 tables of people (mostly a night time place), but view of boats and activity in the marina great. We ordered CUPS of crab soup, the waiter brought BOWLS and said they were out of cups, but would not charge us for the BOWLS. Jim looked around the room and asked if they had more than 2 cups?? Place would hold 200+ people and out of cups with maybe 15 people including us in there, so we pictured the kitchen full of dirty dishes from last night and no one there to wash them.

After lunch we head for Home Depot, we asked a couple of guys directions, which were vague at best, especially since we were not from area. Anyway, we headed off east with Capt Ralph driving, he had help from back seat (Betty), shotgun seat (Dick) and of course Jeanne. He made one wrong turn, against the advise of the 3 "navigators", but quickly (5 miles in heavy traffic through Greek Village) turned back around. We finally found it 3 miles the other way past the Greek Village, when Jim asked Betty what it was we needed, she did not know of anything, she

asked him what he needed, he thought it was her that needed to go to Home Depot!!! Well since we are here, we are going to get something, got 2 little florescent light bulbs for spares, and a grill cleaning brush and box of wood chips. On our way home an SUV from Indiana rolled down their window and asked us directions to the Inner Harbor. Even though we were semi lost, Betty gives them instructions that would put them in the area. Of course we got lost before we found our way back, wonder if those people are still driving around???

One of the things that we were impressed with, is the street after street of row houses, block after block every direction, no space wasted at all. Some re-furbished, and of course some really run down. Some had garages, but not many, yet not a lot of autos in the streets; we figured public transportation was the way most people get around here.

We had a parking pass from the Marina for Dicks auto, thanks to Helen who works at the marina part time, it will be good all the time we are gone, and we can go in and out as we please. We had shopped at Safeway, so while the girls wheeled the loaded cart down to MIMI and put it away, Ralph and Ralph shop at Whole Foods across from the parking lot to get a few of the finer things, Tuna, other meats and some sushi. Naturally as we started back to the boat, a couple of blocks away, it starts to rain, not very hard, just enough to get you a little damp. Capt Ralph's packages had arrived from Texas so we loaded our groceries and packages in a cart and head for the MIMI. We sat around and watched people and the "Ducks" (motorized amphibious old military autos used for tourist attraction to view the harbor) along with the water taxis coming and going.

We were going to the Baltimore Orioles baseball game vs Boston Red Socks tonight, but it looked like it would rain it out as it rained hard for a couple of hours. We finally decided to go anyway in the drizzle, in case it might stop, so at 6:15 we took off. Ralph and Ralph, had it all planned out with our little city map, exactly how we would go to the stadium, it was a 3 mile walk so we drove. It worked great, except as we got to the stadium, the street we needed to turn on was closed, foot traffic only!!!! Now we have no choice but go straight, we are now on IH395 headed for Washington DC, about 5 miles we found a turn off and crossed under and turned back toward the stadium, we saw a sign on Russell street that pointed toward the stadium, so we turned on it. We then saw a big "PARKING" sign and pulled off, but when we got there it was at least 1 ½ mile walk to stadium, so we made a U-turn and got back on Russell, we had to go on by the stadium at least 2 miles. We turned around and came back to stadium and let the girls out across from Gate G to wait for us while we parked the car. We went about 100 yards and there was a man standing in an old service station parking cars, so we whipped in...\$15.00 and parked 150 yards from the stadium, the girls could not believe we were back so soon.

Since Jim is a good friend of the owner of the Houston Astros, Drayton McLane, he had called his secretary, Doris Marshall (who had worked for Jim for several years) to see if she could get us tickets to the game, as it was a sell out. She had called back this afternoon and told Jim she had got Peter Angelos, the owner of the Orioles, on the phone last night and no problem, just go to the "will call" window for the tickets. Doris warned Jim, that if someone had talked to Drayton personally it would be doubtful he would remember to tell any one, so be prepared for anything. We got to the will call window, and of course not on any list, but Jim and Betty invoke Drayton McLane's name along with Peter Angelos, and the man sent us to the "VIP will call" door. At the door again no name on any list, but the mention of Peter Angelos, we got right in, where we talked to a little lady, again no name on any list, so the full story again, then she said "just a minute, I

need to go print up the tickets”, she knew Peter Angelos just forgot to tell any one. The seats were in a box directly behind home plate, 8 rows up, best seats in the place. The game was fantastic, 2-1 with the Orioles winning, it was exciting because half of the fans were from Boston, so they had regular cheering sections back and forth all night. Of course you gotta have beer and ball park dogs, so we stuffed our selves before getting the in shell peanuts and more beer.

After the game, we could not turn down the next street that would have taken us back to the boat directly, so we headed north up Russell, twice we turned on a street that would have taken us to the marina, but both times they were closed with construction, so we wandered around until we finally got to within 2 blocks of where we had parked and turned back on the street we wanted in the first place. It was a real cluster, especially with the “help” from Jeanne and Betty the “navigators”. It took us over an hour to go the 3 miles we needed to go. A wonderful experience... and a great evening.

August 2nd - Saturday docked Baltimore, Md. [Upper 70's – Upper 80's, overcast am winds 5-10]

We're ready to go cruising then on to Washington DC to leave the boat there. Overcast morning, but the sun breaks through at 8:30, alright!!!! We went to the fuel dock to the pump out the holding tank as the gauge still not working, their pump out barely works but we think we got it. We find out the dink has a battery problem, and will not start. The dockhands rounded up a charger, but it showed full after 5 minutes? We put it back on the dink, turned on the blower, which was strong, so we thought it was ok. We motored over to the Chester River to go into Reed Creek to anchor, as Monday we were going to have some warranty work done at Kent Island, right off the Chester River not far away. We wanted to use dingy to get into Reed Creek through the very narrow, tricky channel, but the battery was down again, it would not even turn the motor over. So we worked our way in very slowly without a grounding, it is a wonderful place to anchor, very protected and calm. A couple of other boats were anchored there, one sailboat stays the night. We swam, and then grilled tuna for supper; it was a nice relaxing day. We were going to watch “Water World” movie, but movie on TV was weird, Robert Duvall, as a preacher in the deep south, who ends up in prison for murder done a long time ago, weird movie. Bed by 10 for everyone.

August 3rd – Sunday anchored Reed Creek (Chester River East Shore) [Mid 80's, overcast]

What else? Supposed to clear up later. Everyone slept late except Capt Ralph up at 6 doing little projects and watching a local crabber run his lines. They use a trout line tied to a buoy and as the boat goes by about 3 mph they grab the line with an arm extending about 2 feet out amidships that passes over a rig so that when the crab comes up it knocks it off into a net or over on the boat. They go around and around the cove, it was new for us to see that kind of crabbing, not big traps they have to lift on the boat and dump then re-bait and put back into the water. All we could say was...no wonder our crab lunches of 2 dozen steamed crabs cost over \$100. This was a nothing day, we read, swam and watched as thunderstorms were building all around down south of us. About 4 PM we decided we could not be missed, so dropped another 75' of chain rode out, giving us around 200 feet in 10' of water, we were hung best we could. We were glad the sailboat anchored about 100 yards off our starboard side knew how to anchor, we could see them put out another 100' or so. As we watched it on the radar, it got very windy but looked like it parted right where we were and all we got was wind around 30. We heard several Mayday calls out on the Chesapeake, and one big “rescue” after a flare sighting. Listened on Coast Guard channel 23 to the big time rescue. Heard from one boater talking to another that Baltimore got hit really hard

and waves on bay were in the 5' range. We were glad to be anchored in this nice protected anchorage with all that going on.

This is Dick and Jeanne's 52nd wedding anniversary, so Jeanne got to pick the movie after supper, vetoing Dick's choice of "Water World" and opting for "Gangs of New York" a bloody, gory movie!!! Part I ended at 10 so we said later for part II and headed for the bed to have nightmares.

August 4th - Monday anchored Reed Creek [Mid 80's, overcast again] We got up at 5:30 preparing to weigh anchor, as we had an appointment in the Kent Island narrows for some warranty work at 8 AM. Good thing we left early, the anchor retrieval took 30 minutes, heavy mud embedded in every link of chain and had to wash it out as we took it in, all 200' of it!!!! We had prepared the boat to land at the marina, laying out the dock lines and getting the bumpers ready to deploy in any fashion need to land once we see the dock system. We motored our way down the Chester River, a little Haze, but by 7:30 the sun broke out, it was beautiful and calm.

When we turned into the Kent Island narrows channel we could see the tide was on the rise, putting up to 2 knots on our nose, and since we were going through a very narrow, shallow (6-8') channel, ok with us. We had only a 7 minute wait on the drawbridge that once we got under it we realized how hard the current was funneling through the narrow bridge. It almost put us over against the side, but the MIMI has plenty of power to stop that. Just past the bridge at the 3rd marina (Harrison Yacht Service) we see Rufus the dock hand (really his name!) waving for us to land on the end of their piers. His helper Vaughn (about 6'4" 300 lb linebacker type) was at the stern end to catch a line from Betty. The current here was off our front quarter at about 2 knots; Capt Jim did a little crash landing but no damage to the boat or dock. The old saying "any landing is a good landing" applied here, although the Capt's ego was roughed up, no one else thought anything about it, we were tied up very quickly.

We landed at 8:30; they had a boat in the slings so it was just before 10 when they pulled MIMI.



One of the props had some damage from the log we struck on the Delaware River, and the reason our speedo did not work was because of tape over the transducer (this was to keep anti fouling paint off when bottom was painted). Vaughn steam cleaned the bottom, and then they changed the props.

While they were doing this, Dick, Jeanne, and Betty went next door to the Crab Deck that opened at 11, we were going for a beer but since we were there we got a dozen steamed crab while we were waiting for Jim. The boat yard crew goes to lunch at 12, so when Jim shows up we ordered another dozen and a pitcher of beer. The 2nd dozen were the biggest crab we had yet, and boy were they delicious.

The boat yard put the boat back in the water and we put it in a slip this time, so Harrison Y S could do the warranty work for Neptunus, we figured this was going to be one of those hurry up and wait things since it was warranty work, but they were really efficient and good. They had a lot to do, fix the hydraulic leak, holding tank gauge, fiber glass work on the bow, fix the leak on the windshield wipers, stereo system work and the faucet in the galley sink. The contract carpenters came and got the doors to go to their shop and also look over what was needed to fix the vanity panel, all very efficient.

We found out that Melody (the office girl in charge) had put the package that came from Neptunus, with the new faucet for the galley sink and the cables for the stereo on a Neptunus Rock Harbor boat that had been there and then had left several days ago, so now they are missing the parts needed to fix those items. This got resolved by a couple of phone calls, up to Canada, they just told Jim to go buy what he wanted to replace it with and they would pay for it.

We are totally impressed with the crew, Matt jumped right on the stereo, while Mike, the jack-of-all-trades, worked on most of the rest. The carpenter, Reid and his helper were doing the doors at their shop and would be back tomorrow. They all quit at exactly 4 PM, so we started our cocktail hour early on the bridge deck. While we were fixing drinks, Rufus came out, and was waiting on his cousin, who had a bay fishing boat, he had volunteered to help him clean and fix up his boat after work. We offered him a cold Heineken (he called it a green monster) and Jim gave him one of his good cigars that he “would save for later”. We were having a great time watching people, as the Crab Deck started filling up at 6:30, boats were coming in from the South & leaving from the North (we found out the Narrows is a cut through to save time to St Michaels and other points south from Baltimore and marinas up north and on the Chester River). Wind kicking up a bit, so we added spring lines to starboard side as well, in case of storm tonight, better safe than sorry. We ate left overs for supper and then watched part II of “Gangs of New York”, even more bloody and gory than the part I!!!

August 5th – Tuesday docked Kent Island Narrows, Harrison Yacht Service east shore for warranty work. Workers here at 8:30, Mike on the plumbing, Matt on the stereo, Reid Cottrell and his helper doing the panel repairs, Lederman Tamoyo doing fiberglass work (he brought us a pound of Columbian coffee from his family’s farm in Columbia) Jim supervising? Dick and Betty ride with Mike about 25 miles west of Annapolis to a Home Depot for a new faucet, and while there got a new “jump start” battery pack, so we could always have a way to start dink. On the way back we got Mike to stop at a Safeway, we have a problem...we ran out of Clamato Juice for our red beers, so Dick goes in to restock, they got 6..we bought 6. While Dick was inside, Betty setting in the center of a bench seat in the pickup next to Mike does not bother to move over, then they saw a man staring at them. Mike is a local so everyone knows him, This is probably the start of the rumor where he has a girl friend!! Betty moves over, but too late, so we told Mike you better call your wife right away and alert her (turns out to be good advice as his wife got a call from a woman later in the day reporting Mike’s new girl friend sighting).

We again go over to the Crab Deck and have more steamed crab for lunch, a 2 hour lunch break. While Ralph and Ralph were working on the last ½ dozen, a newspaper reporter from Annapolis at the next table started talking to us, he was doing an article on Kent Island, especially about a calendar put out by the volunteer fire department. Seems all the old men were semi nude etc. etc.

The owner of the restaurant came over and sat down, so we got to meet “Sonny” who also owns a pretty fancy restaurant next door to the Crab Deck called “Fisherman’s”.

The afternoon was relaxing time, while the workers were plumbing, paneling, fiber glassing all over the boat. Jim did not need to supervise obviously!! We sat around the fly bridge reading, and sunning, and went dink exploring, then had our evening cocktails and later on snacks for supper. We could see a big build up off to the west, so we turned on the radar; it was obviously big and ugly, so also turned on the TV and saw we are in an area of a Thunderstorm watch, predicting heavy wind and rain. When the storm hit, about 10:30 pm, we were watching the movie “Natural.” The wind was on our beam and up to 40+ from the west. The heavy rain was horizontal and stung when it hit you. We are so glad we had the MIMI tied up right, although we had a 5/8” dock line on the stern instead of 3/4” and it stretched enough that we were pinned against a pole. We were able to stuff a bumper between the pole and boat because it was really bouncing. The design of the boat rub rail is perfect, so only it and a stainless cover on it were on the pole, with the bumper no problem. We will remember to use only 3/4” dock lines on the ends though.

The wind ripped the front cushion cover and cushions right off the boat, the cover sank, but the cushions would float, so we spent the next 2 hours retrieving them from the water. With the wind from the west, it blew the cushions into the marina, not away from it, so other than wading around in water on rocks, in the dark, dodging snakes to get to them, we got lucky. Another storm was brewing south of us, we could see, but with the dock lines adjusted, bumpers in place we went to bed about 12:15, the storm hit at 1 AM, mostly 2’ waves hitting the back of the boat. MIMI rode it out great, the whole wild night, oh so glad we were not at anchor this night. We resolved with this much windage, we would need to put out both anchors if we happened to have this happen while at anchor, so this is going to be one of those things we got to figure out, how to deploy and how to retrieve a 2nd anchor.

August 6th - Wednesday docked Kent Island Narrows, [Mid 80’s, clear winds 5-10] Supposed to be unsettled weather all week, until next Sunday at least. Reid was here at 8:30 to do some more on the panels, and gave us the news the doors would not be ready until next week, as he has to get in some materials to rebuild properly. We made arrangements for him to come to Washington D C next week before we go home. He gave us the name of canvas guy (Robbie), so he was contacted to fix the webbing on the front cushions that got ripped off, these all need to be doubled up. Reid’s assistant drove Dick to find a Napa store to get a new battery for the dink, as the original one had a weak cell. No one wanted crab 3 days in a row, so we had corned beef sandwiches for lunch while the workers were gone.

Mike was working on the Hydraulic leak again and was getting frustrated, so he ended up getting Matt & the weird flat top guy to help him, they worked on it until 5:30 PM. It turned out to be a hose that was not put together right with the fitting, they had to cut off the end and re-install a fitting. While they were doing that, the props were returned from the prop shop and they horsed them on board and put in their storage spot, since we had installed the spare props while pulled out. The cushions got back around 4:30, it was a \$150 job instead of about \$60, due to “getting it done right away” or one day service. After cocktails we decided on going to the Crab Deck for regular seafood supper (no steamed crabs), it was great as usual. We tried to watch a movie, but obviously Matt had done something to the system as nothing would work. No storms tonight, thank goodness.

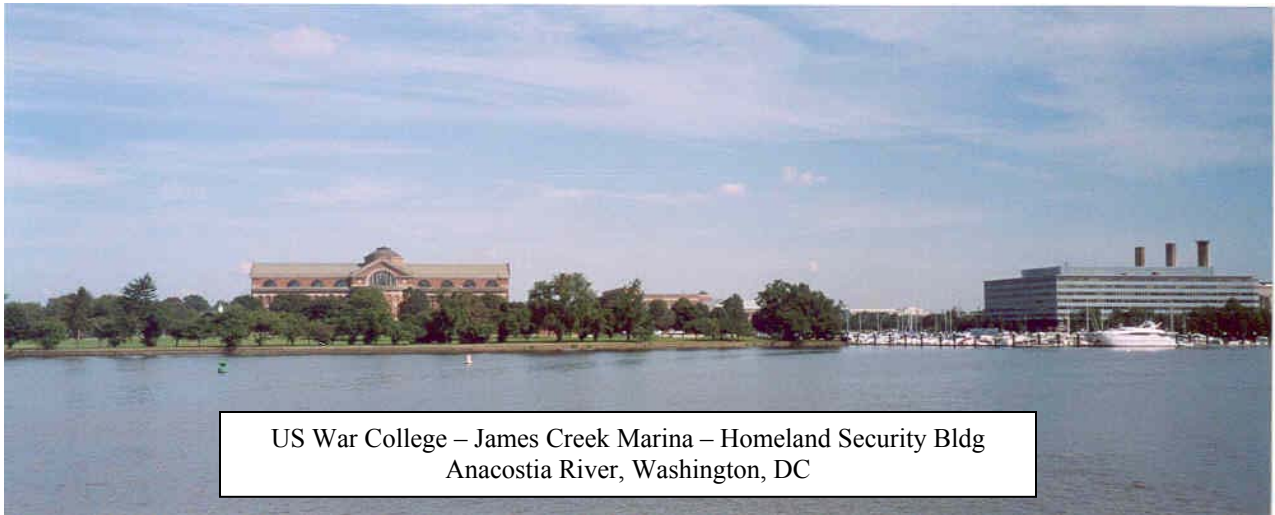
August 7th – Thursday docked Kent Island Narrows, [Mid 70's overcast, winds 5-10] Looks like fog all around, maybe just haze as it was not foggy here. Jim discovers hydraulic oil again, Mike and Matt come right out to see what it was all about, but it turns out the hoses were so soaked they were just draining. Matt shows Jim how to re-set a breaker on the CD/DVD changer that tripped when he was working on the cables. With all the projects completed except the doors that Reid will deliver to Washington D C early next week when we get there, we depart for the short run to Oxford our next stop. We can say we had a good experience at Kent Island, the crew at Harrison's was great, food fantastic, just people watching, all were good memories. The Neptunus Yacht Company are really behind their boats, this was warranty service almost beyond any thing we had seen on any product, and their choice of people to perform this so far from the plant is some thing else.

We go out to the bay south from Kent Narrows, about 10 miles south we turn into the Choptank River, follow it east and turn off into the Tred Avon River for around 3 miles to Oxford. We are staying at Mears Yacht Haven one of the several marinas located around Oxford. This is another of those old towns, first settled around 1700 and had shipyards for building those old sailing boats. One of those boat builders still exists and builds wooden boats at the Oxford boat Yard. Hinckley got their start here, but moved their plant up to Maine but still have a yard here. We walk to town with our umbrellas as it is raining lightly. Only 2 stores open, so shopping is quick. On our way back to the marina, our excitement for the day was setting on a bench in the rain to watch an oriental guy try to cast a line away from shore (he got 20' maybe once) and waiting on the longest continually running private ferry in the USA to arrive from across the river. This ferry has run since 1846, it was the only way over here in the past, connected Oxford on an island to the big island and St Michaels only 5 miles away as the crow flies. The rest of day was a do nothing sort of thing. Jim fixed his famous stuffed loin (hot Italian sausage, chopped onions, chopped jalapenos, garlic, Tony's Cajun seasoning, course pepper, salt, and olive oil) this is stuffed in a cavity he cuts open with long knife. Sprinkle the outside with "Dynamite" and grilled, wow it is unbelievable!!!! Movie for the night was "Scent of a woman" ye haw!!!!

August 8th – Friday docked Oxford, Md. Mears Yacht Haven, [Upper 70's, Mostly cloudy winds 5-10] Will be in low 90s today, some sunshine? We all sleep late; I guess it must have been because the sun was out already. We fill up with fuel, and pump the holding tank; the first pump did not work so we had to pull forward and pumped good. We found out that the gauge was working all the time, you just had to know what it was saying...does not read at all for 1st qtr, when it starts reading 1/4th you are 1/2 full, when it is reading 1/2 it is 3/4 full, and when it reads full you are full, reasoning is gauge does not go to bottom of tank to keep the sludge off of it, makes sense to us??? After leaving we decide to calibrate the fluxgate compass so it would hold us on a good course. We did our circles and it confirmed it was right on, we set offset to 000 degrees and nothing happened, it comes up on screen "NMEA failed compass data missing". Jims works with it for over an hour with no luck, cannot figure it out, so now we are without an autopilot. We head south for the Potomac River, then up the St Marys River to an anchorage up by "Tippity Wichity" Island about 15 miles up river. We anchored at 4:30 time for a swim and cocktails on the fly bridge while Cornish hens are on the spit for supper. Finally after supper it is "Water World", girls give up and go to bed to read, while we watch the movie (Jim naps but wakes at good parts). Clouds get thinner and the moon was visible at around 10:30, oh so peaceful here.

August 9th Saturday anchored St. Mary's River off the Potomac River. [Low 70's - Mid 80's, overcast light SE breeze] Jim works on autopilot, but compass problem needs to be solved obviously. We thought about going on up the Potomac but most of the anchorages real thin, 6' or less, so we decide to stay here and make the 5 hour run to Washington DC tomorrow. It rained, of course, on and off all day, just lazy time, cleaning some and a lot of reading. Salmon on the grill for supper, with some of the great Maryland white wine, followed by an hour of baby videos of Jim and Betty's grand babies, Ruffin and Simon...Betty (Mimi) was really excited, only 4 days till we see them again.

August 10th - Sunday Anchored St Mary's River, [Low 80's, overcast] More rain today. Jim up early and heads for engine room for some TLC, we are fixing to give them a good work out today going up the Potomac. Weigh anchor and head out, in a 1' chop, but no problem for MIMI. As we get into the Potomac and head north we are greeted by a big tanker heading out, seems strange to see ocean going ships on a river. The upper end of the Potomac requires careful navigation, staying in the marked channel no problem, just pay attention. A lot of boats are heading north, weekend over no doubt, heading to homeports. We pass Ft Jefferson and Mt Vernon (Washington's home) taking pictures like any good tourist should. Quantico Marine base, the Navy Research Lab go by as the Washington Monument, Pentagon and the capital dome come into sight as we get to Alexandria.



US War College – James Creek Marina – Homeland Security Bldg
Anacostia River, Washington, DC

We arrive at James Creek Marina around 3:30 PM and fuel up and pump out again. MIMI is the biggest boat in the marina, they put us on the end of a set of floating docks which is ok, but cleats are made for much smaller boats. This marina is located next to Ft McNair (the war college) and the Coast Guard headquarters office building. The marina looks pretty secure from wakes and storm waves, so we feel good about leaving MIMI here.

Betty is desperate; she is on her last cigarette and even bummed one from "Jer" the assistant manager who helped us to dock. Jim and Betty get Cory, the black fuel dock guy, to drive them to Safeway about 2 miles away for a few bucks. Cory had told us, you can walk there in 15 to 20 minutes but do not do that after dark and walk fast in the daytime, we said that sounds like a cab ride to us. Our neighbor on a Pilgrim trawler 40 next to us is Jeff, an FBI Bombs & Explosives specialist who only lives about 30 miles but spends some nights on his boat so does not have to

fight the traffic coming into town to work. Dick cooks wings on the grill, which turn out to be our supper, then the movie "How to lose a guy in 10 days". Jim says must be a girl thing, Dick says this is in the very top 10 list of worst movies; it took 3 bags of pop corn to get through it and several ADDs (after dinner drinks, shots of booze of some kind).

August 11th - Monday docked Washington DC James Creek Marina [Mid 80's, overcast] It will rain today they say, heavy at times, welcome to Washington DC. Ralph and Ralph walk up to the Metro, to get to Baltimore, Metro to union station then an Amtrak commuter from there. What an experience, the underground subway is amazingly clean, but a little confusing the first time. We get lots of help from people who know we are "fist timers". A very nice 6'2" black lady sees that we have no clue, showed us what routes to take the green line to China town then transfer to red line to union station, simple enough. Then showed us where to find the maps on the wall and fare rates and were to purchase a ticket from the machines. When we went to purchase tickets a very nice guy in a business suit helped us as we were about to put a \$20 bill into the ticket machine, we would have got back \$18.80 in coins as change, no bills!!! We put our \$2 in and got .80 change, then \$1.25 and got .05, thank you helper!!!! When we got to the entrance Ralph Jim goes right through but Ralph Dick holds up traffic by putting card in backwards, as it was holding up the line, the lady behind says "put the arrow in"...ok that works!!! Now we get down to the trains and the original black lady told us which train to get on (thanks to all the wonderful help we get on the right one). When we get to the China Town station we get off ok, but are again confused, with more help from strangers, go over the tracks, up an escalator and find the red line to Union station.

Getting off again correctly, we have to purchase tickets on the Amtrak Washington to Baltimore commuter. The ticket lady at first was a little short with us, but softened up when she realized we were lost souls and knew nothing. We had a choice of 10 minutes direct line \$30, 20 minutes couple of stops \$16, or 40 minutes 7 stops \$7...ok the \$7 dollar ticket it is, besides we wanted to get a sandwich to eat on the train, which we did. Ride up to Baltimore was ok, people getting on and off at the stops. We caught a cab to the car, turned in our parking pass to the marina, and went to West Marine, Broadway liquor for more of that good Maryland "Elk Run" wine, then on back to Washington DC. Betty and Jeanne had washed and cleaned the boat so it looked great when we got back at 3 PM.

John Coholan of Neptunus hooks Jim up with John Eriand a technical guy at Simrod located in Nova Scotia for auto pilot help. John walks Jim through re-installing everything for the autopilot and it works!! Only thing we have to do now is swing the flux gate compass again and tune the rudder then it will be fully operational. Lesson learned about punching buttons without reading instructions first.

It started raining as we were cooking a chicken on the spit, so it was all inside for the evening. The movie of the day was "US Marshall" with Tommy Lee Jones and Wesley Snipes, Betty liked it, Jeanne ok, Jim sleeps through it, and Dick again rates it in at least the top 20 of bad movies!!!

August 12th Tuesday docked Washington, DC [Low 70's - Low 90's, clear & muggy] Reid Cottrell shows up at 9:30 to mount doors on both heads. Completed that around 11:30, as we are getting boat ready to leave tomorrow, put things away, covers on, adjusting dock lines over and over. We decide to for a ride and see Washington DC, so cleaned up and headed out at 1:30. The air conditioner is not working so it is a little hot, but we are determined. With Dick driving and Jim

navigating on our pitiful map of the area (Betty and Jeanne backseat navigating with nothing) we go up 7th, left on constitution trying to go slow yet keep from getting run over, then left on Henry Bacon Drive to see the Lincoln Memorial. We drove past the back of it and there is a bridge we have to cross, no turn around, so trying to stay off of Interstates, drove around found the Columbus Island Marina, where we could turn around and try to back track. That did not work, ended up in Fairfax finally seeing a sign to cross over on IH66 back to Independence Street that goes to the Capital. At the foot of the capital the car starts over heating, so we stopped in a no parking area, and promptly put up the hood to let it cool. That is probably the only reason we were not run off or accosted by the security people; it looked like trouble to them. We planned our way back to the marina, which was only about 6 miles away, and after it cooled off, made our way back. We called Onstar and got the name of a dealer in Arlington we will make tomorrow. After return to the boat more preparation to leave, then cocktails and relaxing, no rain all day, what up with this!!!

August 13th - Wednesday docked Washington, DC Departure day. Dick and Jeanne drop Jim and Betty off at Metro, for a short ride and only 1 transfer to Reagan National Airport. The car made the shop ok, turns out as suspected a brain that controls the fans. We were able to do a little cruising while getting some important work done on MIMI, all in all a very enjoyable 2 weeks.

**Potomac (Washington, DC)
St. Mary's (Ippity Wichity Is.)
Eastern Bay (Kent Is.)
Severn (Annapolis)
Patapsco (Baltimore)**

September 4th - Thursday docked Washington, DC [Low 80's, overcast with Thunderstorms forecast] Arrive at 3PM at Ronald Reagan National Airport, catch the metro and head for the marina. At the metro station we shop at the Safeway store for a few grocery items since we have luggage and it is raining lightly. It is a 20 minute walk to the boat; it is nice to be back. The rain stops and we enjoy a nice 70 degree evening sitting in the cockpit, then later watch the NFL season kicked off with what else but the Washington Redskins, and all the pre-game hype.

September 5th – Friday docked Washington, DC [Low 70's – Low 80's, clear] Nice tourist day; we catch the metro subway to Eufant Plaza, walk to the mall and head for the Capitol where we find we can only gain entrance with a pass from our Congressman or Senator.

Not far from the Rayburn Building, we head over to our congressman's office, Chet Edwards. While getting passes and tourist stuff the staff alerts Chet that a couple of constituents are visiting, he steps out for a short visit. He is between votes (DC budget) and invites us for lunch with him in a capital dining room. We catch a small underground commuter rail from the Rayburn Building to the Capital, all the way assuring us that our shorts will be fine. Everyone else in suits, oh well we got over it and enjoyed the lunch. During lunch Chet learns this is Betty's first trip and insists on giving us a personal tour of the Capital, very impressive and he is an excellent tour guide. Having served for 12 years and had served on Olin Teague's staff immediately upon graduation from Texas A&M.

Of all the stories we liked best, it was of after hours hide and seek games with his 6 & 7 year old sons, J.T. and Garrison in Statuary Hall, a statue of a North Dakota Gentlemen "Burke" served as home base. We invited Chet and family to the boat, hopefully they can make it before we depart on Sunday. From the Capital we take in the Library of Congress, a beautiful building, rebuilt with \$3 million after being burned by the British in 1812. 29 million books, ½ in foreign languages. After a brief 1st floor tour of the Smithsonian Air & Space museum, we call it a day. Catching a cab, we have a grocery stop, then head to the MIMI and another evening of tennis (will the US Open ever end?)

September 6th - Saturday docked Washington, DC [Upper 60's – Upper 70's, clear] How are we going to top yesterdays Congressional Capital tour, but we will try. We catch the subway to the mall and walk the 10 blocks or so to the Washington Monument, it is 11:30 and the next ticket available is 1:00PM. So we walk via the Viet Nam Memorial to the Lincoln Memorial, both are very moving, it's like you know Lincoln and the list of American soldiers killed or missing in Viet Nam goes on forever, hard to believe we knew not a one. We complete our long walk back by way of the Korean Memorial; the soldiers on the battlefield make one feel as if you are there among them. We also look in on the WWII memorial, a massive marble elliptical framework surrounding the rainbow pool. At the east end of the "reflecting pool" 1 PM and were just in time

to go into the Washington Monument. The 555'-5 1/8" obelisk provides incredible views of DC, some of the viewing windows have been closed and set up with video cameras, a result of terrorist activities. Completed in 1884, it took 36 years to build, ran out of money and stood incomplete for nearly 25 years. Next we walk across the Ellipse to the White House (just like the pictures).



On we go, this time by subway to Arlington Cemetery. Drawing on our energy reserves, we visit "JFK", "Tomb of the Unknown Soldier", and Arlington House (pre-civil war home of Robert E. Lee).

We decide to call it a day, but first have dinner at Gadsby's in Old Town, Alexandria, a recommendation of Congressman Edwards. This is a tavern reportedly frequented by George Washington. We arrive back at the MIMI in time to see Chet, wife Leigh Ann, J.T., Garrison and mother in law Pat. They had brought a pick nick basket of sandwiches and soft drinks for a visit; MIMI was a treat for the boys!!! Needless to say after such a full day, Jim passed on the US Open.

September 7th - Sunday docked Washington, DC [Mid 70's, clear] We are away down the river at 10:30, a beautiful day on the Anacostia and Potomac Rivers to the St Marys River and anchor off Iptity-Wichity Island again. We lowered "Grumpy" (the dink) and Betty practiced dink driving. This was one of the prettiest days we have had on the Chesapeake. We cooked supper, and sat outside reading for a while, then early to bed.

September 8th - Monday Anchored, St. Mary's River [Low 80's, partly cloudy NE winds 10-15] After midnight Jim got up to check the anchor, the moon was full and so bright it was like daylight. Betty gets up at 3 AM but the moon had set, leaving the stars bright and clear. Morning brings heavy fog that clears out early, we weigh anchor and head toward Kent Island to see if we can re-wire the stereo system. Nice weather again, a little windy with a light chop early but calmer as the day goes on. We calibrated the auto pilot flux gate compass and tuned the rudder, all working great. Jim gives Betty lessons on the chart plotter and navigation lessons all day long. We got docked at Harrison's "T" head without incident, no yelling!!!! Secured the boat and

washed off the salt followed by showers and then cocktails on the deck. Then it was time for Steamed Crabs at the crab deck, finishing off the day with the movie "About Schmidt" another of Dick's top 20 worst movies.

September 9th - Tuesday docked Kent Island Harrison's Yacht Service. [Low 80's, partly cloudy NE winds 10-15] Most of the day devoted to re-wiring the stereo for bridge and cockpit sound from the salon CD changer. Rob of "Hurricane Canvass" picked up Bridge Sun cushions and double hold down straps with heavier common sense plates. Then it is back to Crab Deck again for steamed little neck clams for appetizers and followed of course by steamed crabs. No movie tonight.

September 10th - Wednesday docked Kent Island [Low 80's, clear NE winds 10-15] The cushions are ready by 10 AM, but we had to change over the snaps for longer shanked snaps. We leave dock in time to make the 12:30 bridge opening and head for Annapolis where we will meet Betty's sister Carol and friend Francis (Carol's husband Cliff stayed home to care for their dogs). They were delayed 2 hours because?? Flights, schedules, or photo ID problems??? Never did understand the story.



September 11th - Thursday docked Annapolis Annapolis Yacht Basin [Mid 80's, clear] It's the 2-year anniversary of the 9-11 terrorist attacks on the WTC and Pentagon. Except for the news coverage, everything appears to be pretty normal here. Captain Jim washes the boat while the girls head to the shops, later Jim meets up for lunch at Middletown Tavern followed by touring the Maryland Statehouse and Naval Academy. The mermaid statue we saw on our last trip was purchased, this will go well on the stair landing going down to the cabins. We dine at Buddy's with fried oysters and steamed crabs, unfortunately for Jim the girls were not able to eat their fair share so he over stuffs himself!! During dinner a nice young man from Bermuda invited himself to our table. Originally from New Zealand, Bror now lives in Bermuda and is visiting Annapolis to take part in a sail boat race tomorrow. He was dressed in blue Bermuda shorts, blazer and knee socks, a little formal for Buddy's and unusual attire for what we have seen on the Chesapeake. Back at the MIMI it's an early turn in, hard day of shopping and full bellies.

September 12th - Friday docked Annapolis [mid 70's, overcast NE winds 20-25 Gusting to 35] We are getting remnants of hurricane Henri that moved up the east coast then veered out into the

Atlantic. We are getting a constant roll in the slip coming in from heavy waves on the bay. It will be an exciting race today for Bror and the sailboats!! With rain forecast for about noon, we get going at 9:30 AM and as we pull out on the Severn River it is easy to see this morning's cruise to Baltimore will be a little bumpy. It is rough on the bay with 3-4' waves and short 4-second frequency. A little uncomfortable, our guests did fine until our course change put the wind and waves on our starboard beam, the resulting roll was too much for them, so Betty breaks out the barf bags (10 gallon plastic garbage bags). Fortunately the run from Annapolis to Baltimore is not far, our reduced speed of 15knots, made a 2 ½ hour trip. When we cleared north point on the Patapso River, the wave action subsided and the rest of the run to Baltimore was pleasant. Carol and Francis joined us on the bridge and their color gradually returned by the time we arrive at Inner Harbor East Marina and our "H T-head dock". We love Baltimore and the marina is so convenient to so much we are glad to be back here. It is raining by the time we get hooked up, what else is new?? Shopping is at once a must even in the rain, so while the girls do their thing, Jim finds a cigar shop and goes by Barnes & Knobel bookstore then back to MIMI to prepare a supper of chicken on the spit. We get a Broadway Liquor store delivery at 9PM, Jim crashes while the girls play cards till after midnight. It rained all night.

September 13th - Saturday docked Baltimore, Md. Inner Harbor East Marina. [Mid 70's, rain NE winds 15-20] Carol and Francis take the Amtrak to DC around noon; they will do a tour of the DC monuments, and then fly home tomorrow. Jim and Betty spend the day reading, relaxing and cleaning.

September 14th - Sunday docked Baltimore, Md. [Low 80's, clear, winds 5-10] Hurricane Isabelle, now a category 5 (160 mph winds) is moving slowly in the Atlantic, about 5 days from projected landfall somewhere in the mid-Atlantic. It looks to be targeting the Chesapeake. Because of the threat, Jim will stay behind, while Betty flies home for the State Tennis Tournament. Preparations begin with extra dock lines, air up fenders and removal of all loose gear. Make up a list of things to do.

September 15th - Monday docked Baltimore, Md. [Low 80's, clear, winds light & variable] Betty is away by 6 AM while Jim turns attention toward Isabelle. Worried about being on the "T" head, Jim walks the dock then gets the dock manager to ok the move to B-5 a full slip. Yesterday's preparations wasted, but good practice, the move is on. Focus rest of the day on dock lines (call me spider man) and chafe protection, with secure fenders. Made a couple of trips to West Marine later I call it a day at 9:30PM. Good news is, Isabelle has dropped to a category 3 (125mph winds) but the aim is still on Chesapeake Bay. Marina is preparing as well, all loose gear removed or secured.... Picnic tables are turned upside down and screwed to the doc.

September 16th - Tuesday docked Baltimore, Md. [Mid 80's, clear, winds light & variable] What a beautiful day, I deserve that much!! The marina is beginning to fill up with regulars returning home, but the marina is turning away transients to eliminate a over loaded strain on the docks. Bridge enclosure removed, Helm dashboard cover tied down, antennas down and tied, all cushions and covers stowed, new fenders inflated and hung, chafe protection added to dock lines and stern line where crosses over dink, windshield wipers tied down. Even found time to help the old guy on Halcyon, then he and girl friend are going to fly home to Birmingham and return when all over. Isabelle's track looks like it will hit North Carolina, and has been down graded to category 2 with winds of 105mph, good news. It's amazing how many boaters do little or no hurricane preparation. Exhausted bed feels good at 8:30PM.

September 17th -Wednesday docked Baltimore, Md. [Low 80's, clear, calm] The landfall projection is Cape Hatteras NC and still at 110mph. Landfall projected around noon tomorrow. More boats are getting attention today, but quite a few unprepared, 4 lines, bimini or enclosures still up, this is worry some for the rest of us, as these boats get loose in a big wind are like a battering ram. MIMI is ready as she can be, used motor to take up tension in big long spring lines, and got a foot out of them. Taped outside stowage doors and hatches and more chafe protection.... then for self-protection, tied down some loose stuff on the sailboat Halcyon. Projection for our area is now at 60 mph wind and 4-6' surge tomorrow at around 3-4 pm. Another exhausting day, read a little then good sleep. Woke up about mid-night, stars are out, but will not be tomorrow night!!!

September 18th – Thursday docked Baltimore, Md. [Low 80's, clear early am, wind E 5] My first Hurricane and believe me your blood will pump. The TV is full time on the weather channel now. The track is now projected to hit Ocracoke on the North Carolina outer banks, about half way between Cape Hattaras and Cape Lookout.



There is a strong concern that this path will result in substantial damage to the ICW that provides alternate (to offshore) boating route is shorter and protected to Beaufort NC. I was amazed at the owner of a 58 footer next to us, who showed up, took off his suit coat and added 1 fender and 1 spring line on each side then called it good. He just took delivery of a 65 footer, so maybe this is intentional for insurance sale? Bet his 65 footer is tied up better. It has almost become a contest for the best idea, more lines, better chafe protection, etc. etc. Watching one guy on a 30' Sea Ray try to tie a blue plastic tarp over his cockpit in 25 knot wind was a real show. I got a room at the Marriott Courtyard hotel; I can see the bow of the MIMI from my room. After a quick stop at the store for a few snack items, and a liquor store for some scotch, I make a last check of the MIMI. The wind is increasing and it is starting to rain, what the hell, put the last rope on the bow, now it is tripled!!! I have 11 fenders and 20 dock lines; spider man is good name for me.



Helen & Ken Britton (s/y 'Tatiana')

Ken and Helen drop by my room for happy hour, then we walk to James Joyce Irish restaurant. After dinner around 10:30 we check on the boats and docks, they are doing fine.

September 19th – Friday docked Baltimore, Md. Hurricane Isabel.

A loud roar wakes me around 2 am, it was hard to see anything through the rain, so I decided to walk over to the marina and was surprised to see the streets east of the hotel were flooded and had small white caps. The storm surge had arrived. I realized the roar was not only the storm but also big Electrical

generators, parts of Baltimore were already without electricity. At the marina, dock master Bill has closed circuit TV of the docks, MIMI looks okay and the wind is in a lull, so I head out to get a video of how she is riding. A big gust of wind sends me backward, damn this is stupid, if I went over.....not a good thought. Just then (2.50 am) all dock power goes off, it is pitch black.

By 5:30 am the storm surge is within 18" of the dock pylon tops, I am back down to the dock by 7 am with winds down to 25mph and the rain has stopped. We are hoping the surge has peaked at 8 ½ feet, but it is time to ready the boat for a quick departure in case it goes over the top of the pylons and the docks are loose. The water level started going down at 9 am, our ordeal is most likely over. The damage to fixed dock marinas around the Chesapeake start coming in, I am so glad that we had moved from DC, those little girl cleats would have been bad, and they got hit much worse than Baltimore. Baltimore really got off good, but over 4 million people ended up without power around the hurricane path.

Spent the afternoon undoing some of the storm preparations, this is really tiresome. We over did it for this one, but better over than under!!!

September 20th - Saturday docked Baltimore, Md. [Low 70's- Low 80's, clear, calm] I dismantle the tie downs and re-install the bridge enclosure, sun pads and sun deck cushions. I got to know a lot of fellow boaters during the preparations and learned a lot from this experience. By happy hour things back to almost normal, so walked to mall for a cigar. Good thing I did, noticed no Taxi line at the Marriott Hotel.... without power they are closed, so made arrangements to have cab for me at 6 am in morning. Still no power on the dock, so Ken and Helen were going to store my frozen foods till power comes back on, then put it back in my freezer. Another hard day, passed out early.

September 21st - Sunday, docked Baltimore, Md. departure day, flight leaves at 7:50am, so caught the cab waiting on me at 6 am. Thank you wind God for turning the hurricane south of us.