

September 9, 1987

9:20 A.M. pulled out of Tolechester Marina, under partly cloudy skies, wind 10 to 15 knots waves one foot  $\pm$ . We are on our way to Markley's Marina, Essex, Maryland on the western shore, in Middle River. We have an appointment to be pulled 9/10/87, for the bottom to be cleaned and painted. (They have a 60 ton lift with 4 straps. Today 9-9-87) we have an appointment with the Generator repairman from Curtis ~~Marine~~ Generator (Mark is his name.)

The trip was good, except for the crab traps which were everywhere and very annoying. We arrived at the Marina at 11:10 A.M. to find a boat in the lift. We had to wait a half an hour in the harbour for his props to be changed and the boat put back in the water. Then we were directed to the lift slip and 4 or 5 young men helped us tie up. When we turned off the engine, Mort noticed water pouring out of our ~~main engine~~ amidships <sup>bilge</sup> outlet. We sent me to check and when I entered the engine room, I saw water pouring out of our exhaust intake <sup>line</sup> valve on the port side. (Very scary) Mort closed the ~~sea~~ sea cock and stopped the flow. It must have just happened since Mort had checked just minutes before.

Mark from Curtis Marine Engines pulled up just as we got tied up. Young Ben ~~from~~ Markley came aboard and said there is a hole in the ~~main~~ exhaust pipe, ergo the water pouring in. They say they can

fix it tomorrow while we're in the lift.

The fact that our problem occurred at the time of landing and where it can be fixed leads me to conclude that we have experienced the "Palatka Syndrome"

Thursday, September 10, 1987

After a very poor night's sleep, probably due to tension, the boat was pulled by 8:00 A.M. They did a first rate job, better than any we've seen done in Talcheater. For example the boat was chocked and braced with tripod stands. Each stand was moved so all spots were cleared and painted. Nothing was missed. The boat was dry before paint was applied after cleaning, and the lift straps were force washed of all mud and barnacles before boat re-lifted. They also put waxy paper between straps and new paint so straps wouldn't mar the new finish.

Unfortunately, when they were putting us back in the water at 4:50, a cable on the lift got jammed in a pulley and caused a pinch in the pulley wheel.

This meant re-chocking the boat while the lift was fixed. They came to get us again ~~and~~ at 6:00 and we were in at 6:30. All in all a very growing day.

Another couple in dry dock, Ruth & Jake Jindley of the "Gypsy" were kind enough to offer us a beer to wet our whistle. They are live aboards who have a permanent slip in Fort Myers, Fla. and are up here to get new Diesel Engines and generator.

They have lived in dry dock for 3 horrible weeks.

Everyone in the marina is very nice with the exception of the big boss, Ben Markley the second. He is a sullen, nasty man. His Dad, Captain Ben is a real doll. Mrs. Markley, course, promises that tomorrow Buck will fix our broken pipe. I explained our need to get back soon, and she was very cooperative.

After a refreshing shower, Mort and I walked next door to the Riverwatch Marina & Restaurant. We had a really first rate dinner.

Friday Sept. 11, 1987

Up bright and early in anticipation of Buck's arrival. He showed up at 9:30 and by 5:00 P.M. the job was done. The weather was clear and the water was flat so we decided to make a break for Solchester. The boat slipped through the water like greased "lightening" (ha!). We made the trip in an hour and 1/2. (1 1/2). Pretty good time considering we dodged crab trap the whole way. Fred and Gloria were on the pier to greet us. They stayed for a before drink libation. We are super exhausted, but grateful to have the job over.