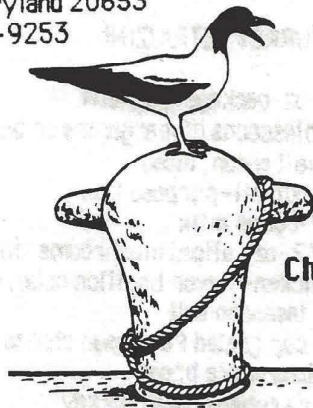
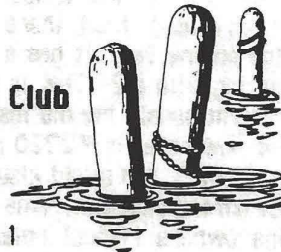


Janet Rupp  
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**Chesapeake Catalina Yacht Club**  
**Newsletter**  
Fleet 12



January, 1991, Volume 1, No. 1

**HIGH ENGINE TEMPERATURE--REVISITED**

To date, I have experienced three high temperature situations and have noticed some similarities which I would like to pass along. NONE of these caused the high temperature alarm to sound!

My wife caught all three incidents, as I was busy with the sails or stowing the anchor. As others mentioned with similar occurrences in the "MAIN SHEET", the first warning was the change in the sound of the exhaust. It goes from the familiar "sploosh--sploosh" to an airy sound. Second warning is the visible lack of water coming from the exhaust and the sight of exhaust steam. Steam is not usual with an outside temperature of over 70 degrees Fahrenheit. Both these symptoms caused the person at the helm to check for a third indication--rising temperature gauge, or in one case "pegged."

One incident was caused by failure of the raw water impeller and the other two by hydrilla/sea grass clogging the intake. The impeller failure was easy to fix--false! To my dismay, I could not get the old, chewed up impeller off the shaft. This caused us to "sail to the dock." I now not only stock spare impellers, but also have one that is mounted on a spare shaft. This incident also caused me to fabricate the installation of a small 3" shop vice.

The clogged intake was easier to fix than I expected. I shut off the through hull, removed the intake water hose, and screwed off the entire raw water filter assembly. To my surprise, not a drop of water came up when I opened the through hull. After much poking with some heavy wire, I forced the clog out. I now carry one foot long 3/8" and 1/2" wooden dowels on board to BETTER poke with. As Herb mentioned in one of the past "MAIN SHEET" articles, I am glad I had not mounted a screen on the outside of this through hull, as I would not have been able to "poke" out the clog. I also noted that during both of these instances I idled the engine for approximately 15 minutes before weighing anchor. I do believe that a moving vessel is less apt to ingest seaweed than a stationary vessel.

Now for the high temperature alarm. When the impeller failed and the gauge pegged, I complained to Bristol Marine. To my surprise, hull #788 did not come with a high temperature alarm! Bristol Marine stated there was a fix and sent me a Printed Circuit (PC) alarm board which I mounted per instructions. That was last season. This season I ordered some electrical parts and just happened to ask Dave Miller, Bristol Marine Operations Manager, "Is there any way to check the high temperature alarm other than shutting off the raw water and frying the muffler?" He stated there was a very simple check.

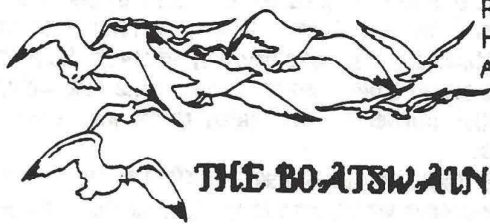
It seems that the Universal 25XP has only one temperature sender which goes to the temperature gauge. What Bristol Marine did was to make a PC alarm board that took the analog signal and digitized it to sound an alarm when the needle went to the high side of the scale. The check was quite simple. With the engine running and the engine instrument panel removed (to afford access to the back), take a short jumper wire and jump from ground to sender on the temperature gauge. This causes the gauge to "peg" out and the alarm SHOULD go off. After three different PC boards, a different temperature gauge, and a new engine temperature sender, the problem still remained unsolved, even though one of the PC boards and the temperature gauge were a "matched pair" that had been checked by Bristol Marine.

Dave Miller said all of the PC boards plus the temperature gauge I had returned (for refund) checked okay and both he and his engineers were eluded by the problem. He further stated that, although radical, the final solution might be to change my entire engine panel with a new one that was factory checked. That change WORKED and finally I have a high temperature alarm. My thanks to Dave Miller and Bristol Marine for not giving up on a problem that took over 6 months to solve. Bristol Marine is presently conducting a "failure analysis" of my old engine panel to learn why it didn't work.



My recommendation, if you want to check your high temperature alarm, is to first contact Dave Miller at Bristol Marine. Have the following information ready when you talk with him. First, do you have a PC board? Second have the "part number" of your engine instrument panel. Remove the engine instrument panel and see if there is a small 3 inch by approximately 4 inch PC board mounted on the back of the temperature gauge (it is shaped like a dog house). Next, there is a Bristol Marine sticker on the engine TAC. It has a four digit number, probably starting with a 2. That is the number of your engine instrument panel. My old instrument panel was #2066. (The new panel is #2220 produced subsequent to December, 1988.) You might also ask him for a copy of your panel wiring diagram. This will fill a void; as your Catalina Owners Manual reference engine panel states, "see the engine manual". Of course, when you go to the engine manual, it only shows a Universal panel which looks nothing like the Bristol Marina panel on the boat.

As a closing thought, engine panel #2066 may not be limited only to Catalina 34's, as I have seen similar panels on 27's, 30's, and 36's.



Ron Hill  
Hull #788  
APACHE

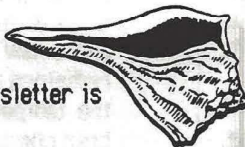
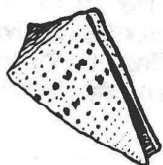
## THE BOATSWAIN'S LOCKER

FOR SALE: FOLDING WHITE PLASTIC DISH RACK, \$10.00. Call (301) 863-9253.

FOR SALE: C34 COCKPIT CUSHIONS (TAN), \$125; C34 SAIL COVER (BLUE), \$35. BOTH BRAND NEW. Call (717) 737-6213.

## CALENDAR

- January: 1st Catalina 34, Fleet 12, Newsletter is published
- February: 14th--Happy Valentine's Day.  
25th--Reservations and Checks due for Buffet at Helga and Len Brown's (see March entry).
- March: 9th at Len and Helga Brown's (NO PROBLEM 11, Hull #777) See map on page 6.  
1 to 2 pm - Social  
2 to 3 pm - Program (Diesel Mechanic or Discussion by local Sail Loft)  
3 to 4 pm - Business Meeting & Selection of Fleet Barge Design  
4 to 5 pm - Buffet: Cost \$6.50 per person  
Please send reservations & checks to Helga by February 25 at 909 Southern Dr., Bel Air, MD, 21014 (301) 838-5273
- April: 15th is newsletter deadline



## FROM THE GALLEY

### TURKEY TETRAZZINI



- 1 8-oz. package spaghetti
- 6 tablespoons of margarine or butter
- 1 small onion, diced
- 1/4 cup all-purpose flour
- 2 3/4 cups milk
- 2 1/2-oz. sliced mushrooms, including liquid
- 1 chicken-flavor bouillon cube, or envelope
- 1/2 teaspoon salt
- 1/4 cup grated Parmesan cheese
- 4 slices white bread
- 2 cups cubed cooked turkey

About 1 hour before serving:

1. In saucepan, cook spaghetti, and drain.
2. Meanwhile, in 2-quart saucepan over medium heat, heat 3 tbsps. margarine or butter, cook onion until tender. Stir in flour until blended. Gradually stir in milk, mushrooms with the liquid, bouillon, and salt; cook stirring, until mixture is slightly thickened. Remove from heat; stir in cheese.
3. Tear bread into small pieces to make 2 cups bread crumbs. In small saucepan over low heat, melt 3 tablespoons margarine or butter; remove from heat; stir in bread crumbs.
4. Preheat oven to 350°F. To spaghetti in saucepan, add sauce mixture and turkey; gently toss to mix well. Spoon mixture into 12" by 8" baking dish; top with bread crumbs. Bake 20 minutes or until heated through. Makes 6 servings. Each serving: About 485 calories; 20 g fat, 54 mg cholesterol, 820 mg sodium.

Hint from the galley:

Save the center cylinders from paper towels to stuff them with plastic grocery bags. The cylinders store neatly and the plastic bags are contained.



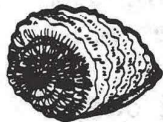
### CRUISING THE RAPPAHANNOCK

Two of our favorite anchorages in the Rappahannock River are Yopp's Cove and the Corrotoman River. Yopp's Cove is located just inside Carter Creek which is about 8 miles upstream from the mouth of the Rappahannock River. Yopp's is the first cove on your starboard hand as you enter the eastern Branch of Carter Creek; a restful, pretty cove with water depths of 7 to 10 feet and plenty of swinging room for 6 to 8 boats.

Before leaving Carter Creek you may want to explore its middle branch. Tides Inn, a marvelous and elegant waterfront inn, is located approximately one mile upstream in the middle branch of Carter Creek. For a fee a few slips are available for overnight. The last time we visited, dockage was free for lunch or dinner. The food is fantastic. Sports attire is fine for lunch, but coat and tie are required for dinner.



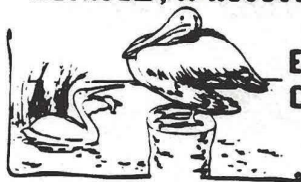
About two miles further up the Rappahannock is the entrance to the Corrotoman River. The Corrotoman is especially scenic with scores of handsome homes along the banks. The river divides about three miles upstream into eastern and western branches. Our featured gunkhole lies in the eastern branch about a mile and a half above that division. It is a small round un-named bay just 800 yards after you leave Hills Creek to port. This little bay is protected on all four sides and is listed as a hurricane hole in current cruising guides. Our yacht club once built a 360° raft there with lots of room to spare. Water depth is 10 to 14 feet throughout. There are no commercial facilities on this branch, but it sure is peaceful and pretty.



Emily & Charlie Copeland  
CAROLINA BREEZE

### HEAT EXCHANGER ZINCS

In talking with several Catalina 34 owners, it is apparent that some people are not aware that there is a sacrificial zinc in the heat exchanger of the Universal 25HP. The heat exchanger needs to be changed regularly. The zinc is located in the port bottom side of the exchanger. It has been our experience that replacement is required about every 3 to 4 months. The required zinc is a pencil type, about 1/2 inch in diameter. We find zincs this size are a bit too long to fit in the exchanger, so we cut the length from shoulder to tip to 1 1/16 inch. Perhaps you will find the exact size; however, they are easily trimmed with a hacksaw, if necessary



Emily & Charlie Copeland  
CAROLINA BREEZE

### CHRISTMAS IN THE ABACOS

This was our 11th Christmas in the Abacos. Since Lin of the WINDY LIN D. is a teacher, our winter sailing fix must come during Christmas vacation.

The Abacos are a little known but wonderful cruising ground 200 miles due East of Fort Lauderdale. Sailing out of Marsh Harbor with Sunseal, formerly Bahamas

Yachting Service, we spent 8 nights cruising the out islands variously named Green Turtle, Guana, Man-Of-War and Elbow Cays.

ECSTASY, the Seewolf 30, was showing her 3 seasons of chartering in the tropics; however, she was clean, mechanically reliable, and fun to sail in our guaranteed 20 knots.

Comparisons with WINDY LIN D. came easily from each of us; usually at the expense of ECSTASY. Last year those comparisons took on a new dimension when we met a couple with a Catalina 34 named NEPENTHE. They were living aboard for several months in the Abacos. In addition to the requisite tour and showcasing of improvements, we received an account of living aboard a Catalina 34 in the Bahamas and Florida. Their account added impetus to our plans to do the same in several years.

The out islands of the Abacos are indeed special. In the late 18th Century, Loyalists from New England left the American colonies moving first to the Carolinas and eventually to the out islands. Here, still a part of the British Empire, they built villages, pursued their vocations as ship builders and fishermen, and maintained their loyalty to the Crown.

It takes no imagination, to step off your dinghy into Town Dock in New Plymouth, Green Turtle Cay, to find yourself in a New England fishing village complete with white picket fences, nets and traps drying in the sun, and pastel clapboard houses with widow's walks. However, there is some imagination required when the flower gardens include hibiscus and poinsettias; the trees are palm, orange and breadfruit; and the smells of ginger and mimosa fill the December air.

Tow-headed, blue-eyed folks are the rule: from the smallest baby to eldest elder. Their language is English, but their accents are not New England. These folks speak the Queen's English and are proud of it.

Last Christmas we were in Hopetown with its perfect harbor, candy-striped kerosene light houses, white Methodist Church, and the roar of the North Atlantic breaking over the reef just off the beach. Just as a thunderous surf broke in the morning sunshine and a gust of wind hummed through the Casuarina pines, a Christmas hymn began to call the congregation to services. Our senses were simply overloaded.

Of course, sailors require more sensory sustenance than can be obtained from sight and sound. We need food and drink. Good restaurants, sweet island bread, conch fritters, rock lobsters, grouper, gumbay smashes and pina colodas abound.

I learned to catch reef fish with an 8 pound hand line and conch chum. I was taught by Mr. Saunders, whose house is at the entrance to Black Sound on Green Turtle Cay. It is perched at the precise spot where everyone

**When preparing to travel, lay out all your clothes and all your money. Then take half the clothes and twice the money.**

—Quoted by Susan Haller Anderson in *New York Times*



goes aground as they enter Black Sound. Its location is reminiscent of the beach at the entrance to Fairlee Creek. The view from his front porch offers a great deal of entertainment as well as lessons on "getting off"!

When Mr. Saunders returns home from Chicago (Illinois!) where he is a roofing contractor, he is Green Turtle Cay's Santa Claus. Each year he brings a boat full of presents for the children, builds a stage in the center of New Plymouth, dons his red suit, and presides over the island's Christmas.

I could go on and on about the uninhabited cays, miles of white sand beaches, crystal clear blue water, snorkeling, Miss Emily's Blue Bee, the Abaco Inn, the Gully Roosters, the wonderful shelling, Abaco dinghy building, cruising acquaintances, the cave at Little Harbor, and the studios of the world renown sculptor, Randolph Johnston. But Lin has informed me that I probably filled the first issue of our newsletter. Lin and I had a great Christmas, and we wish you all a Happy New Year.



Corky Dalton  
WINDY LIND.  
Hull #735

### Secretary's Report THE FIRST MEETING OF FLEET 12

On December 1, 1990, Fleet 12 of Catalina 34's was launched. Meeting at the home of Ron & Phyllis Hill after much mailing and calling, the first fifteen members in the Chesapeake Bay area agreed to support Fleet activities along the following lines. The group plans to hold two meetings a year normally in late fall around Thanksgiving and another in late February or March. The meetings will focus on improvements, care and maintenance of the 34 or allied sailing topics. A summer cruising program of raft-ups was supported with perhaps one set scheduled in the northern Bay area and another set in the southern Bay. There was no interest in a racing program.

The Fleet elected a Fleet Captain--Ron Hill, a Secretary/Treasurer--Bob Bierly and a Newsletter Editor--Jan Rupp as the initial

officers, pending development of any need for other offices. The officers were charged to develop whatever constitution and/or by-laws they would recommend for discussion and ratification at the March, 1991, meeting. The dues were set at \$15.00 per boat per year.

A total of 12 dues-paid members comprise the club at this time. They include: Bob & Jane Bierly, Al and Cyndi Blank, F. A. & Opal Bristow, Len & Helga Brown, Charles & Emily Copeland, Courtland & Linda Dalton, Ron & Phyllis Hill, John Houck, Ed Lucey, Duane & Claire Maher, Art & Ann Massey, and Ernie & Rita Pinyot. Our roster currently is composed of 26 owners (including the 12 above) who have shown some level of interest in Fleet activities. The initial newsletter is being sent to all owners who have shown an interest, in the hope that they will join whatever Fleet activities they can. Paying the nominal dues will assure continued receipt of the newsletter so you will know what is going on with cruising, meetings, maintenance, modifications, etc.

Helga and Len Brown volunteered to host the next Fleet 12 meeting in Bel Aire, Maryland, on March 9, 1991. Details are elsewhere in this newsletter.

Bob Bierly,  
C'MON WIND, Hull #913  
Secretary/Treasurer



"I read somewhere that when two people live together for a long time they start to look like each other."