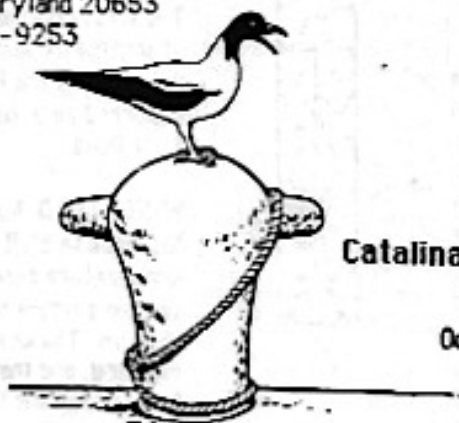


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Catalina 34 Fleet #12 Chesapeake Bay THE DOCK LINE

October, 1991, VOLUME 1, NO. 4



FLEET CAPTAIN'S SIGNAL

We had a great time at the Annapolis Boat Show! Many thanks to Sandy Wagner (C-36 Fleet 3) for organizing the Chesapeake Bay Catalina Fleets and inviting us to participate. My thanks to our members who (besides myself and Phyllis) represented Fleet 12 during the show. They were Duane and Claire Maher, Corky and Lin Dalton, Walt and Janet Rupp, and F. A. and Opal Bristow.

We are on the lookout for more articles for the DOCK LINE. All sections need your input.

FROM THE GALLEY: You surely must have a few favorite recipes or maybe just hints on food storage or preparation.

WHAT'S IN A NAME: Why did you give that name to your C-34? Tell us. We'd like to know.

THE BOATSWAIN'S LOCKER: List nautical "yard sale" items with us. Looking for a particular C-34 or marine part? We'll publish your want ad (free).

DID YOU KNOW?: Include any information or common sense items that you've found out about sailing in general or about systems of the C-34 that might give other owners a "heads up" on hints/fixes. If other than common sense, include your reference, facts, or data as to the WHY, and the name, telephone number, or address of the WHO can help with the fix or repair. If it's only your opinion, say so.

Our membership has just expanded from the 20's to the 30's. Keep your eye out for C-34's whose owners are not members and ask whether they are interested in joining our group. The more the merrier!

Phyllis and I are looking forward to the November meeting and getting re-acquainted with all the members we missed "on the Bay" this past summer. See you at the Solomons Island meeting on November 23, 1991.

Fair Winds,
Ron Hill
Fleet 12 Captain

CRUISING

SUMMER RAFT-UP AT SANDY POINT August 17-18

Well, I guess you could say we tried. On August 17 the "southern" half of the Catalina 34 fleet tried again to have a pleasant summer raft-up at Sandy Point on the Great Wicomico River. For the north Bay members, that's the next river south of the Potomac in the Northern Neck of Virginia. It is normally a pleasant place to get together in summer: an open anchorage frequently filled with 10 to 20 boats. As long as the fish factories are not cooking in Reedville and the wind is not Northeast. The water is about 15 feet deep and the bottom is the usual gray mud.

Anyway, this time four boats came together: APACHE (Ron & Phyllis Hill), C'MON WIND (Bob & Jane Bierly), SHENANDOAH (Harry & Alberta Dobbs), and BRIGADOON (Walt & Jan Rupp). The weather was uncommonly heavy, the wave action in the horseshoe bay was uncommonly rough and the captains had an unusually difficult time anchoring in the normally tranquil water. The good news was that the jellyfish had gone away permitting water line cleaning and removal of barnacles from the propeller.

The usual raft-up activities (if limited due to turbulent waters and late arrivals) ensued: cocktails, food and STORIES about how well we had sailed to get there (known as fish stories in other social circles).

I hope that next sailing season we can get a lot more members together and a little better luck with the weather.

Bob Bierly
C'MON WIND



RAFT REPORT

August 17

by Dave & De

After a slow start out the Potapoco, we picked up a good wind, riding it all the way up the Bay into Worton Creek arriving two hours early, when what to our wondering eyes did appear but WHISKERS, with Duane & Clair Maher. Since they were coming all the way from Whitehall Bay, we hadn't expected them so soon. As it turns out they only had 5 miles further to come than we did from our marina, plus they used their new cruising spinnaker!

We rafted and were enjoying each others company, when we spotted a beige hull'd 34, which turned out to be WINDY LIN D. They anchored next door and Duane dinghied over to pick up Corky and Lin, as their dinghy was hanging from the spare halyard! I never did ask why! Soon AR DIDEAN passed close by and Howard Butz said he would pick up SALTY DISH which had somehow slipped past us and was at the nearby marina. Howard and Pat returned with Mill and Eleanor Ester and soon were alongside CHERETTE.

While Worton Creek has always been one of our favorite anchorages and it is usually fairly calm, an enormous powerboat wake sent us rocking and a rolling, so we unrafted. However, Howard invented a new raft-up position: he trailed his boat behind ours and suddenly we had a 34 ft. dinghy! This arrangement worked great until it came time to get their food. Howard and Mill got in our dinghy and drifted back to their boat using the line of the 34 as a guide line. So far so good, but the climb from the dinghy to the bow of AR DIDEAN was quite a step! Our laughter abated only enough to find cameras to capture the moment for posterity! We'll bring the evidence to the next raft-up. (Bring the evidence to November's meeting. Ed.)

Finally the food and ten people were situated on CHERETTE. And you know what? We all fit! The space seemed to multiply to fit the people and all the wonderful food definitely multiplied until everyone was completely filled! But of even more interest was the fact that all of us, most of which did not know the others very well, having met only once or twice before, really enjoyed each other! We all got along like old friends. It must be our common interest in C-34's, or maybe we are just good people!

As the night descended, the stars twinkled, and the breeze gently blew the bugs away, one by one we left the mother ship to return to our own. We were glad, and the thought on everyone's mind that was heard clearly, was "we had a very good time!"

Dave Ewing
CHERETTE
Hull #245



SOUTH MEETS NORTH

The first recorded sighting of southern Chesapeake Bay Fleet 12 north of the Potuxent occurred on June 29, 1991, at Still Pond.

WINDY LIN D. hung motionless on her hook in Still Pond. The temperature ranged between 95 F and the surface temperature of the Sun. The wind was a distant memory, and the humidity was higher than the temperature.

What would bring the rare southern species north under such conditions? Perhaps it was Philadelphia. Remember what W. C. Fields said about Philadelphia? "First prize: 1 week in Philadelphia, second prize: 2 weeks in Philadelphia."

Well, the southern species travels in great numbers descending on anchorages and dazzling the northern species with its brilliant plumage: Maryland flags and Southern Maryland Sailing Association (SMSA) burgees.

Lin picked up the binoculars to pan the anchorage for familiar boats. Her eyes found a familiar shape. It was another Catalina 34. Amid the plumage, she searched for a Fleet 12 burgee. Also, none were to be seen. However, a look at the transom and our Fleet 12 roster quickly confirmed the sighting--- the family "Rupp" and BRIGADOON were present at Still Pond.

Unable to make YHF contact, Lin single-handed her inflatable through SMSA infested waters. She seemed to spend an inordinate amount of time on BRIGADOON. What was happening to my wife? I later learned that the southern species shares a social trait with the northern species--- "show and tell". After subjecting her to the most severe form, Walt and Janet obediently boarded our inflatable to receive payment, in kind.

We learned that SMSA was spending 2 weeks cruising north to Penn's Landing (Philadelphia) on the Delaware River.

After what must have seemed like days aboard WINDY, Walt and Janet were released. This time I rowed them back for guess what?

As I left BRIGADOON, I could see Janet furiously fighting the flag pennant for space for the Fleet 12 burgee.

I forgot to ask Walt and Janet if they won first or second prize in Philadelphia.

Corky Dalton
WINDY LIN D.

RAFT-UP
NORTHERN BAY
SEPTEMBER 21-22

IT'S ABOUT TIME (Jim and Mary Ann Lamb and kids-crew Elaine and James) hosted the raft-up and staked out a very pleasant anchorage east of Cocaway Island, Langford Creek in the Chester River. The hosts arrived around 1 pm after a very pleasant sail up the Chester River. Jim and James manned the dinghy to explore the island, and make certain the area was secure. Mary Ann and Elaine tested the berths to make certain they were suitable for napping.

CAT'S PAW (Phil and Joan Davies) sailed in from Rock Hall later in the afternoon. We broke out the hors d'oeuvres and cocktails and enjoyed a lovely sunset on the back deck of IT'S ABOUT TIME. We shared sailing stories and boat improvement ideas (CAT'S PAW has some great storage solutions, you can actually walk around in their boat without tripping over stuff). Cool air moved in, and so did we; it was great sleeping weather.

We took an early wake up call, cast off, and followed each other down the Chester. The morning sun warmed our bones and burned the fog off the water and out of our heads. We waved goodbye as IT'S ABOUT TIME turned for Kent Narrows and CAT'S PAW set sail out the Chester back to Rock Hall. It was a very quiet and pleasant event.

Jim and Mary Ann Lamb
IT'S ABOUT TIME
Hull #349



SWAN CREEK RAFT-UP
October 5, 1991

Being the only boat in a raft-up can be quite emotional. First is the frustration of missing a great day of sailing by sitting at anchor waiting for others to arrive. The next is eating. Phyllis will have to eat all the homemade chocolate chip cookies herself and I attempted to eat 6 to 8 C-34 crews worth of hors d'oeuvres. Then, boredom--watching the entrance to Swan Creek with binoculars for the familiar silhouette of a C-34. One did arrive, but he did not know about Fleet 12. He was with another boat and had plans to spend the day in Rock Hall so did not get to visit with them.

Then, excitement! As I was scanning the horizon with binoculars, I noted a person had capsized a canoe. The water was quite shallow and the person did not appear to be in trouble, (swimming & pulling canoe to shore). Then I noted contents of canoe were floating in the opposite direction. I jumped in my dink and went to the rescue. While I picked up 4 cans of Milwaukee's Best, 2 shoes, 2 seat cushions, 1 paddle, and a bag of Doritos, the person, canoe, and a dog made it to shore.

I beached the dink and returned contents to owner when I definitely noted it was a "she" in soaking wet clothing. Without further ado and by the powers invested in me as Fleet Captain, I presented her with the C-34, Fleet 12, best wet T-Shirt Award! So, the raft-up was not a complete loss!

Gospel according to Ron: "God looked over all that he had created and said, "It is good," and on the seventh day--went to his boat!"

Ron Hill
APACHE

CALENDAR

- November 23 SMSA Clubhouse--Fleet 12 meeting 1 pm until...
- December Merry Christmas (Where has the year gone?!)

DID YOU KNOW?

TIGHTEN KEEL NUTS

The only deep well socket that will fit a C-34 keel nut is a "SIML 360" 1-1/8" dia, 1/2" drive 5" deep, made by "SNAP ON Tools". Although the price is \$33, that socket will also fit the nuts on the chain plates and the propeller retaining nut. Ref: School of Hard Knocks (Ron Hill).



COMES WINTER

Oh! Its time for introspection
And for contemplating change.
And for taking those precautions
That our seasons do arrange.

For the summer has departed
And the fall has finally fell.
And you know that winter's coming
It will soon be cold as... Well!

So it's unload the shelves and lockers
Of those things you should have used.
Paticularly the things that freeze
And explode without a fuze.



How did so much stuff accumulate
In seven months or so?
Did I really need all this junk
Just to make my sailboat go?



Of course radios and instruments
And a thousand other things
Are best stored in the loft at home.
(Til we see what Santa brings!)

So go winterize your engine
And pour in that smelly stuff
In the water tanks and heater;
Seems like the odor just let up!

Pull your vessel from the water
Prop her up on blocks and stands
Cover over her with that big blue veil
And tie it down with many bands.

Then try to tell yourself "it's done!"
That she'll be just fine till spring.
That all your weekends are free for now
And you won't be bored with things.



Oh Yeah! I'll bet I'll see you back
In just a week or two;
Fumbling with those cover ties
Just to assure she'll make it through.



Whether it's the snowy wintry weather
Or it's to send that sticking door.
Or it's checking sizes of the lines
Or whatever you're looking for.

She'll be there in her snug cocoon
Waiting for you and signs of spring
Knowing you'll be back undoing lines
When she hears the robins sing.

Then we'll all begin to carry back
All that stuff we now must strip
Why can't we omit the winter part
And save ourselves the trip?



WHAT'S IN A NAME?

BRIGADOON is painted on the transome when we go to see her at the York River Yacht Haven, Sarah Creek. Her green trim, her white hull, her very presence sneaks into our hearts and while we go down there to ONLY look her over, that very day we put a deposit on her before we leave the marina. We sail her the following weekend and she is ours.

Her former owner teaches high school English, is an avid reader, and names her new boat after a character from GONE WITH THE WIND. Having majored in English myself, and being an avid reader, BRIGADOON seems the appropriate name, so we do not change her name knowing that only once in a hundred years will we be fortunate enough to find just exactly what we have been looking for.

Jan Rupp,
Hull #54



EDITOR'S NOTE

Without all the wonderful contributions to THE DOCKLINE, this newsletter would not be possible. For all of your articles, poems, the crossword puzzle, suggestions and ideas, I thank you. Our newsletter is the "glue" that holds us together. I have enjoyed being your editor for our first year as Fleet 12 gains more members on the Bay. See you in November at the SMSA clubhouse in Solomons, Maryland.

Jan Rupp
BRIGADOON
Hull #54

FOR YOUR INFORMATION

WINTERIZING YOUR RUDDER?

Earlier this year, there were a number of articles in PRACTICAL SAILOR regarding Pearson 34 rudder separation and failure.

One of the contributing factors was the freezing of water that entered and was trapped inside the fiberglass rudder. I've been through all of APACHE's nooks and crannies and this appeared as one of the "last frontiers" to conquer. With the boat in the water and the steering quadrant in place, the emergency tiller cap can be taken off the top of the rudder column without fear of "Deep 6ing" the rudder.

Although Catalina assured me that there was no "rudder weight" on the emergency tiller cap, I elected that this was definitely a "Belt and Suspenders" situation. I tightened a 5 inch "C" clamp on the rudder column just

above the rudder packing gland. Satisfied that APACHE'S rudder would remain in place, I removed the emergency tiller cap. Much to my surprise, there was 8 inches of water inside the rudder column. After the shock wore off, I pumped out the water and dried out the inside of the column. "APACHE" is Hull #788 and does not have a walk through transom, so the depth of the inside of the rudder column is 53 inches. After it had dried out, I observed the inside of the column for a few days. No water reappeared, even though the bottom of the column is well below the water line. So, I assume there is no separation or delamination. Where did the water come from? I can only guess, but think it came from hosing out the cockpit. The pressure from the hose pushes water through the bolt holes that hold the cap in place or up under between the cap, nylon ring, and the column or both.

I cut a leather 1/4" disc and placed it inside the cap to act as a gasket and used some clear caulk on the outside of bolt holes in the cap. I also fabricated a clear vinyl "curtain" that is held in place by the helmsman seat hatch cover and drapes in front of the emergency tiller station.

One thing is certain. There is a difference in coefficients of expansion of the stainless steel rudder column, freezing water and the fiberglass rudder. Damage will be sustained when the trapped water freezes and expands. This situation is only exacerbated if the sunlight thaws the water by day and it refreezes at night. PRACTICAL SAILOR said that... "caulking certainly couldn't do any harm." In this case, I'm not too sure about putting caulk, fiberglass resin, or epoxy inside the column. First I noted that the water I removed was somewhat oily and I'm not too sure how you could clean the inside so something would adhere and form a seal. Secondly, you have to stay clear of the pin that holds the steering quadrant in place.

I believe the best bet is to check the inside of the column after the boat is hauled and make sure there is no water. If there is, I'd pump it out and dry it with the pressure side of a shop vac or hair dryer. I don't believe I'd add anti-freeze to the water in the rudder column, although it is a last resort. I'd also tape a baggie over the tiller cap to keep the water out during winter.

Ron Hill
APACHE
Hull #788



FROM THE GALLEY

Keep the air moving in your ice box/refrigerator! We found that a small battery operated fan will move the air so the entire cold storage area stays at the same temperature. The FRIDGEMATE (Shoreway Marine 1-800-443-5408) works great and 2 "D" size alkaline batteries will last for 30 days of operation.

Phyllis Hill
APACHE #788

A number of members have become users of Loran for simplifying the act of getting about the Bay. I recognize that everyone that has a Loran probably has a different model and type with dissimilar "repeatability" characteristics. However, I would be interested in obtaining from others, particularly in the northern and southern Bay, whatever lists of Loran Waypoints members have recorded for their use in getting to favorite cruising grounds and ports.

For my use, I have created a simple data base of Lat-Lon based points that I use to navigate the central Bay from the Rappahannock to the Choptank. If anyone else has created such a data base, I would be interested in getting a copy. I will bring a number of paper copies to the November meeting, and I am asking you to bring yours, too. I expect about twenty copies would be adequate (seeing how we now have 29 paid-up members).



Bob Bierly
C'MON WIND
Hull #913

MEETING GIMMICKS

For the November meeting I hope that all members will try to bring their best new ideas for things to do for winter projects: enhancements, fixes, worksavers, neat solutions, maintenance tricks--the little things that make cruising better, living aboard more pleasant, and/or sailing more efficient. For the newer members, you are encouraged to bring a video tape of the special features of your boat. The first meeting was a big success primarily because several folks brought their boats with them (on Tape of Course). Actually, if you are into FROSTBITE SAILING, you can bring your boat (in fact as opposed to videotape) to the November meeting, since we are getting together in Solomons, the sailing center of the central Bay. Anyway, I hope to see everyone there and to pick up some good ideas for winter improvements.

Bob Bierly

Editor's note: SMSA Clubhouse does have a TY and YCR if you have video tapes to share during our November meeting. There are slips for guests, if you are willing to brave the weather in late November.

THE BOATSWAIN'S LOCKER

Have you replaced the black sliding lexan panels for the storage area behind the dinette table setee? If so, and you want to get rid of one of the black panels, Phyllis broke one of ours and we need to replace it. Ron Hill (703) 569-8678.

Chesapeake Catalina 34 Yacht Club Fleet 12

Meeting on November 23, 1991

1:00 p.m. until . . .

at the SMSA* Yacht Club



St. Mary's County Stuffed Ham

Turkey/Stuffing

Potatoes/Rolls/Vegetables/Salad

Coffee, Tea, Beer, Wine, Soft Drinks

and the usual chips/dips and munchies

\$8.00/person



Call (301) 863-9253 for reservations--Walt & Jan Rupp



AGENDA

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. PHIL DONAHUE (owner of Town Center Marina). Subject: Mast Tuning using model: BRIGADOON

4:00 P.M. TO . . . BUFFET/SOCIAL

*Southern Maryland Sailing Association (SMSA)



Directions: I-495 (or I-95) (around Washington, depending which side of the Beltway you travel) to Upper Marlboro, Rt. 4 South, exit the Beltway. Remain on Rt. 4 until you arrive in the Solomons area. Passing through Prince Frederick, MD, you will have approximately a 45-minute ride ahead of you. Turn LEFT at the DOWELL RD. sign (green and white sign). An Exxon Gas Station will be on the service road on your right. Drive to the END OF DOWELL RD. The SMSA/LCYC Club House will be on your left. You will pass by condos, cement bric-a-brac as a result of all the construction in the marina area. You will pass over two speed bumps that can bottom your car if you don't slow WAY DOWN. The SMSA Clubhouse will be on your left at the end of the road. WE ARE LOOKING FORWARD TO SEEING YOU ON SATURDAY, NOVEMBER 23.



Jen & Walt Rupp,
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BRIGADOON

Clubhouse phone: (301) 326-4364 only on Nov. 23, please. Phone is not monitored at other times.