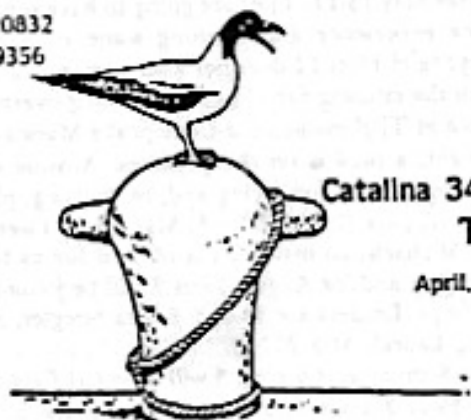
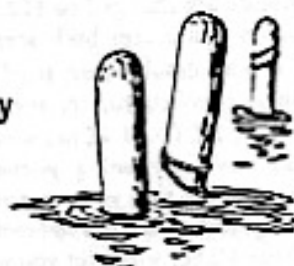


Claire Maher  
18201 Darnell Dr.  
Olney, Maryland 20832  
Phone: (301) 570-9356



## Catalina 34 Fleet #12 Chesapeake Bay THE DOCKLINE

April, 1992, VOLUME 2, NO. 2



### FLEET CAPTAIN'S SIGNAL

Al, to be on the Bay now that April's here, but first Walt and I need to put the sails on *BRIGADOON*. So on Sunday, April 12, in a slightly windy 80° day, we drop her lines intending to anchor in the creek, put the sails up, secure them, and go back to the dock. That is our plan. Nature has another plan for us. The boat goes stern-west-bow-east as we leave the north/south slip so very slowly. At that point I suspect nothing. Once clear of the slip I advance the throttle and we go nowhere—there is no forward motion. Alarmed, I advance the throttle further while Walt checks the engine, shaft, and linkage. The engine works just fine. The boat drifts with an outgoing current in the lowest of tides. I have no control of forward motion. The slight east wind and the southeast outgoing current allow me a worrisome 180°. Eventually the wind picks up disturbing my snail pace course back to the slip. We drop the hook, and await a passing motor boat while we accomplish our sail installation. Realizing we can sail into the slip in a light wind, I wonder how long we will sit at anchor waiting for the wind to calm down so we do not overshoot the slip and hit the bows of the other boats in the marina.

A 20 ft. motor boat comes along. We notice 4 people on board and hail them for help. It is the owner's first time in his "new" boat and he is already on a mission of mercy. I weigh the anchor while the motor boat people size up the situation at a distance in the ever increasing wind. The doggone wind! It is there when we don't want it, and it isn't there when we do want it.

Totally engrossed in watching Walt put bumpers on the life lines, in the position of the motor boat in relation to our boat, in the conversation between the motor boat helpers and Walt, I thought I had lowered the anchor enough to hold our boat and when I hear our marina owner, Leroy Weeks, holler "toss me a line, Walt, and I'll haul you in", I look up and I have let us drift to within feet of the dock and of bumping against the huge trawler in the first slip. I have just simply been holding the anchor under water. Perhaps it is a blessing in disguise that it happens that way as we later discover. Walt tosses Leroy a line, we

thank the motor boat helpers profusely, and Leroy walking the deck of the trawler, Walt and I guiding *BRIGADOON* around the pilings, slip her once again in great appreciation to be safely secured.

The problem? Leroy knew in an instant. A thick encrustation of barnacles on the prop. The solution? We summon our friend, a professional diver, who arrives at the marina on two hours notice. When Rusty comes up from the "deep", he tells us the prop and shaft are clean and we are ready to go. Walt starts the engine, in gear and throttle forward. The boat wants to leap forward into the creek, in reverse she wants to sit on the dock. Our problem is solved. I hope our experience does not happen to you.

It is time to thank Leroy for his help and he tells us it is the first time the motor boat owner is out in his boat. The man was so apprehensive about taking his boat out that he was, according to Leroy, "upchucking". So the man got some of his friends to go out with him on Sunday, and guess what happens—he isn't 300 feet from the end of the dock and these people in a 34 ft. Catalina ask him for a tow back to the marina! Good thing for them and for us the owner had experienced people on board—they were willing to help us.

Fleet 12 was hosted to a splended reunion by Charlie & Emily Copeland, and F.A. & Opal Bristown on February 29; to cap it all off, F.A. had door prizes for those with the lucky numbers. That drew oohs and aahs.

Entering the room, hugging each other, our smiles greeting each new arrival, our assembly of sailors are like a family reunion. We are gaining history with each other; unfamiliarity is leaving, being replaced with friends instead of acquaintances. Some of us will see each other only at our parties twice a year. I wondered what priority keeps some of you away. You are indeed missed. Our hosts/hostesses become "the actors upon the stage", but we need the "audience" too. We had a wonderful turnout, and it goes without saying that if we have those who we are grateful for putting on the party, we thank those who attend for without our attendees, there is no party.

May I remind you to refer to your telephone books for those who have area code number changes. It seems safe to say that the western side of the Bay remains with the 301 area codes and the eastern shore including Annapolis and Baltimore are changed to 410. I understand the telephone company will accept both area codes for several months, but if you should have trouble dialing your friends or business connections, try the 410 area code.

THE DOCKLINE deadline is July 15. Our newsletters are so very entertaining, poetic, fun and funny—keep up the good work with your entries. Any new contributors are welcome to see yourself in print. All you have to do is send to Claire Maher whatever you would like to have published. Let's hear from you who have never contributed. Your ideas are our lifeline. Write your "WHAT'S IN A NAME" article to let us know how and why you chose your boat name, or left it as it was as we did with *BRIGADOON*. Tell us about improvements you are making, or how you solved a problem.

Dave Ewing and De Winchel are our hosts for the November 21 Fleet 12 meeting having selected a marina restaurant in the Baltimore area. More details will be given in one of our future newsletters.

To Bob Bierly, our treasurer, and to Claire Maher, our newsletter editor, many thanks for all the good work you are doing on behalf of Fleet 12. Your contribution, along with our host(s) and hostess(es), and guests, and our cruise leaders is the glue that seals our friendships and makes possible our gayla land gatherings twice a year.

Please refer to THE DOCKLINE, January, page 6, for the cruise schedules. A reminder to cruise leaders: After your cruise, please write a little blurb for THE DOCKLINE about your experiences and send them to Claire by the 15 of July and October.

Regarding cruises, I received a telephone call from Stan Koloff inviting Fleet 12 to join Fleet 3 (Catalina 36's)

to participate in a regatta in the mouth of the Choptank River May 15-17. They are going to have some fun getting race experience and learning some rules of racing. If anyone in Fleet 12 does not wish to race, but would like to join the cruising fun, Fleet 3 is making overnight reservations at Tilghman-on-the-Chesapeake Marina—50¢ /foot /night, a pool is on the premises. Anyone interested in joining Fleet 3 for racing and/or cruising, please contact Jeff Wagner (703)941-7015. May 13-14 Fleet 3 will be at St. Michaels, an invitation is offered for us to join them.

July and/or August Fleet 3 will be joining one of our raft-ups. Leaders are Fred & Ericka Stiegler, 8761 Oxwell Ln., Laurel, MD 20708.

September 4-6 Fleet 3 will be in Crisfield. October 10-12 Fleet 3 cruises to Baltimore. We are invited to join them. Leader: Bob McCullough (215)234-4491. Bob is the Tech Talk editor for Fleet 3. He is like Ron Hill. He knows everything there is to know about his Catalina.

Last but not least, please call your cruise leaders to let them know you are going on their cruise. Loneliness is defined as being the only one on a cruise when you expected others to join you. "Where is everyone?" eventually filters down to "I led a cruise once, but no one showed up." Please let your cruise leaders know your intentions.

Walt and I have a scheduled a cruise for Mother's Day, May 9-10 to Smith Creek. Unfortunately we are unable to lead the cruise due to family commitments; however, our thanks go to Bob and Jane Bierly for offering to lead the cruise. Please support Bob and Jane by telephoning them of your intention to join them on our first cruise of the sailing season.

Happy sailing!

Janet Rupp  
Captain(ess)  
Fleet 12

## Status of the Fleet 1992

Fleet 12 finished its first year with 34 members. For the year 1992, the Fleet has 21 paid-up members and, for the rest, dues are now overdue. I have coded the address labels of this newsletter to help those of you who do not remember whether you paid or not. If your label is highlighted in yellow, you did not pay dues for 1992. Dues of \$15 may be sent to the Treasurer (Bob Bierly, 6817 Ontario Street, Springfield, Virginia, 22152). This is the last newsletter you will receive if dues are not received before the July 15 deadline for the next newsletter.

I remain convinced that there are a lot of other Catalina 34 owners out there that would join Fleet 12 if they knew of its existence and activities. The best way to get interested sailors into Fleet 12 is for each member to be constantly on the alert for Catalina 34's in their area of the Bay and to make it a point to encourage owners to at least look into the Fleet to see if there is something of value in Fleet membership. There is no better way to get to Catalina

34 owners than by individual fleet members making the effort to at least inform and encourage membership. This club will be what we make of it. I will happily contact owners (prospective new members), if you can provide an address or a phone number. If other Fleet experience is any indicator, our turnover annually will be about 30 to 50 percent depending on how well the Fleet programs meet folks' expectations and whether sailing remains an individual's active interest. The potential drop off of 13 members noted in paragraph one above supports the trend.

The Fleet treasury now amounts to about \$550, the result of dues, selling burgees and minimizing costs in our first year. I believe that we are healthy and have survived the first year. Where we go from here is now up to the membership. By the way, I have more burgees which sell for \$15.00. We now have 25 boats flying our burgee on the Bay. See you out there.

Bob Bierly  
Secretary Treasurer  
C'Mon Wind #913

## Head "Solution"

*It's About Time* came with an odd sign on the cabinet door under the sink that said "IMPORTANT—IMPORTANT — CLOSE THE HEAD THRU HULL AFTER EACH USE." I thought that this was a queer request, so I ignored it, but only for a short while! Silly me, I thought that anyone sophisticated enough to build a super 34 foot boat would also know how to install a head that could be used without the captain opening and closing thru-hulls every time someone needed to go to the bathroom. How was I to know that they were not kidding when they printed the little sign? How was I to know that the head would fill and eventually overflow, even when the water intake lever was pushed down?

Here is what the problem was: the head is below the water line. Even when the head was properly flushed, the bowl was left dry, and the lever was pushed to the "dry bowl" position, the intake hose was still full of water. This created a siphon. The bowl filled with water, quickly if the lever on the right of the head was left up by a seven-year old in a hurry, slowly if it was pushed firmly down by anyone else. The siphon was faster on starboard tack because the head was further under the water (we studied this carefully!). After the bowl filled up, it overflowed onto the floor and then into the bilge. It is only seawater, but it is still a mess!

I have not noticed whether new Catalina 34s have been redesigned to fix this problem, but for those that were put together like mine, I have a fix that is easy, inconspicuous, and less than \$30.

My solution: let air in the line to break the siphon. There is a hose carrying water from the back of the pump (on the right of the head) to the bowl (in the back and center). Originally that was very short and direct. I lengthened this hose and installed a vented loop above the water line. When the pump is used it pushes water past the vented loop and into the bowl. When done pumping the loop lets air in the line and breaks the siphon. The loop has to be above the water line or it will leak.

You need six feet of nylon reinforced clear PVC tubing (3/4" id), 2 stainless steel hose clamps, 1 Marelon vented loop for 3/4" hose (Boat/U.S. number 168120, now \$19.95), and 3 screws to mount the loop.

I drilled 2 holes (1" diameter) in the bulkhead between the head and the hanging locker. The water now runs from the pump, through the wall, to the vented loop on the bulkhead in the locker, back through the other hole, and into the bowl inlet. It is important to have the vented loop above the water line in the locker, regardless of the angle of heel.

This has worked well for over a year, even at fairly extreme angles of heel. The changes does not affect the performance of the head, except that the captain no longer tells everyone that it is broken, so it is used more often.

Jim Lamb  
*It's About Time*

## DID YOU KNOW

**C-34 Replacement Teak Accessories.** The Catalina Factory purchases their teak doors, drawers, etc. from H & L Marine Woodwork, Inc. Catalogs are available tel (213) 636-1718.

**Battery Switch.** There is a replacement Perko battery switch that can be inadvertently switched to off without causing alternator damage (alternator field disconnect) for only \$26.95. Ref: Perko Model #8503DP, West Marine Products 1991 Master Catalog.

**Internal Fresh Water Pump Filter.** The Flow Jet pump located under the galley sink should have a small 3" high by 1" diameter filter on the inlet side of the pump (in addition to the large 3" diameter factory installed water system strainer). Ref: Flow Jet — Tel: (714) 859-4945.

**Bilge Pump.** I found that the Catalina Dealer who commissioned APACHE had wired the bilge pump float switch directly into battery bank #1. His workers failed to run the wiring through a circuit breaker or to install an in line fuse. Had the float switch stuck in the up (on) position, it could have not only run down the battery, but could have overheated the pump and caused a fire! Ref: Electrical common sense.

**Head Hatch Screen.** The manufacturer of the overhead hatch in the C-34 head also makes a screen and trim ring to fit that hatch (Screen #NS 2005 and off white trim #NT 2005). Ref: Bomar (603) 826-5791.

**Main Sheet Traveler Upgrade.** You can not only upgrade your main traveler system from a 3:1 to a 4:1, but a 6:1 is also available. For "Trade-in" information, contact Bill Fegenhauer. Ref: Garhauer Marine Corp., 1082 W. Ninth Street, Upland, CA 91786. (714) 985-7513.

**Gelcoat Repair.** After mixing all colors of the rainbow in frustrating attempts to match the tan interior, I found out that the Catalina factory sells 1/2 pint cans of white, gray, and camel (tan) premixed resin. You add the hardener. Ref: Your local Catalina dealer.

Ron Hill  
*Apache*

**REMINDER: Trash/Oil Disposal.** As of July 31, 1990, all boats 26 feet or longer must display a 9" x 4" placard warning against the disposal of trash or garbage overboard. Failure to display the placard can result in a civil penalty of up to \$25,000, a fine of up to \$50,000 and up to 5 years in prison. The placards are available from Boat U.S., item #711021, for \$1.

A placard is also required for boats 26 feet or longer with an inboard engine to be prominently displayed prohibiting the discharge of oil overboard. Boat U.S. item #711020-10, for \$1. The U.S. Coast Guard will check to see if you are in compliance with both of these requirements if you are boarded for any reason.



## TIPS FROM THE GALLEY:

Staying far from the galley and cooking as little as possible while on a boat trip is my idea of "vacation." One of our favorite stops on the Virginia shore is the Rappahannock Seafood Market and Cafe (formerly Rappahannock Oyster Company). The name is misleading because it is actually located on Indian Creek north of the Rappahannock River (the mailing address is Kilmarnock, VA).

As you enter Indian Creek, you will see their sign on a small white building to your starboard between FL Red #4 and FL Red #6. Watch your chart and depth finder and go almost to Red #6 before turning starboard to their gas dock. We've always had about 8' of water to the dock. We've found it a convenient place to refuel both diesel and water, buy ice (block or cube), and dump a bag of garbage in containers provided.

Best of all is their fresh seafood market. We like to buy steamed peel & eat spiced shrimp and fresh picked crabmeat for easy on board suppers and lunches. They have a great selection of all kinds of fresh fish and free recipe cards. The basic items cruisers need to restock the galley are available as well as a good selection of nautical gift items. Last time we were there, they were out of bread, but let Ron buy English Muffins meant for their Cafe.

Although we didn't eat lunch there, they had a very inviting menu for both seafood and non-seafood lovers. Cafe hours last summer were Mon-Sat 11 a.m.—2:30 p.m.

and Sun 11 a.m.—3 p.m. Seafood Market hours were Mon-Sat 9 a.m.—5 p.m. and Sun 10 a.m.—4 p.m. Phone: (804) 435-1605 and FAX (804) 435-0616.

When leaving the gas dock, don't go straight ahead (you can see shallow water ahead). Turn starboard and go back the same way you came in. This is a quick and easy stop either on the way to an anchorage for the night in Indian Creek or on the way out in the morning.

Phyllis Hill  
Apache #788

## FOOD FROM THE GALLEY:

### *Crab Spread*

1 lb crab meat, picked over  
8 oz cream cheese, (the whipped kind in a tub)  
2 small jars Old English cheese  
Old Bay to taste.

Combine all ingredients and place in small baking dish or aluminum loaf pan; heat for 20-30 min. at 350°. Serve warm with crackers.

Claire Maher  
Whiskers  
#1078

## **From the Beginning . . . .**

**I**t all started on a lake in Maine. When I was growing up my family would vacation in Maine at places like Lovejoy Pond and Lake Sebago. I could never understand why they call a lake a pond when the pond was bigger than most lakes and the lakes were big as seas.

Dad rented a 10' trimaran that we brought back to the cottage on top of the station wagon. After rigging the boat, I received my first sailing lesson from dad in the form of a shove from the dock while shouting "lower the center board and pull in the rope". Through trial and error I learned that I could sail down and cross-wind, further and further away from the cottage. After hours of sailing I decided it was time to return home but when I turned the boat into the wind the sails did funny things like flutter and shake. I found myself sailing backwards. Just as I was starting to believe I would never see my family again, my

Father appeared in the runabout yelling something about tacking. So after shouting the theory of sailing over the noise of the outboard, Dad taught me how to tack. After tacking a few times and not going anywhere, I learned my first lesson of how valuable an engine was. It was getting dark so Dad had to tow me in. This little set back did not dampen my enthusiasm for sailing.

The first boat I bought was a Tanzer 16 that I sailed on the Potomac and West Rivers. I introduced Claire to sailing on the Tanzer. But due to the lack of sunbathing room for Claire, we moved up to *Allegro*, a DS-22. We enjoyed day sailing and occasional overnight trips to St. Michaels and Annapolis for 3 years. Our next boat was our first true "Yacht", *Pastimes*, a Caliber 28, which really opened up the Chesapeake Bay to us. We enjoyed *Pastimes* for five years before purchasing *Whiskers*.

Duane Maher  
Whiskers #1076

*Editors' Note: I would be interested to hear from anyone who would like to share their beginnings . . . .*



Mother and Father go sailing you know,  
Every autumn they pack up and go  
Far from the winds and the cold and the snow,  
South to the sun and the sea.

I love to think of them sailing there,  
The blue of the water, the gold of the air,  
Skimming the whitecaps without a care,  
Imagine a life so free!

I build up a picture of sea and sky,  
of lazy harbors and bays drifting by,  
I build up this image of pie-in-the-sky  
Till their first letter reaches me.

It says

Oh. . .The propeller shaft is knocking  
And the fuel injector's clogged.  
There is dry rot in the transom  
And the hull is waterlogged.  
The heat exchanger's bunged up and it  
won't exchange its heat,  
When the spinnaker blew out last night  
we lost another cleat,  
(But in spite of these small incidents,  
When all is said and done,  
It's great to spend our holidays  
Sailing in the sun.)

Mother and Father are sailing you know  
Down in the south where the fair winds blow,  
Basking all day in the warm sun's glow  
While the seabirds circle and dive.

I think of them strolling the silver shore,  
Small dinghy bobbing—the flash of an oar  
Sleek hull shadowing ocean's floor,  
Then a second letter arrives.

It says

Oh. . .We lost both anchors overboard  
And now the gasket's blown.  
A connecting rod has broken  
And the piston rings have gone.  
Some moron ran aground last night and  
blocked the harbor's mouth  
But we couldn't leave here anyway—the  
wind's not from the south,  
(But in spite of these small inci-  
dents. . .)

Yes, Mother and Father are sailing today,  
Crisp bow throwing a fine salt spray,  
Sails stretched taut as they cleave their way  
Through crystal waters clear.

I'd like to think of them browned by the sun,  
Enjoying the speed of a long clear run  
To a small still bay when the day is done,  
But a third letter is here.

It says

Oh. . .The Captain gets quite anxious  
When the oil pressure drops.  
The main bearing seizes solid  
And the halyard ties in knots.  
We hit a small reef yesterday so now the  
bilge is full,  
And he says the blasted bilge pump is  
clogged with knitting wool.  
(But in spite of these small inci-  
dents. . .)

Mary H. Mobbs

(Contributed by Phyllis Hill)

### YOU KNOW YOU'RE IN TROUBLE WHEN . . .

1. You're in the head and the Captain yells, "Coming about!" in 25 knot wind.
2. Someone below asks, "What's this water on the floor?"
3. The line of floating champagne bottles leads to your boat.
4. The crew says, "Do What?"
5. The lights go out and the battery is on "ALL."
6. Your overnight guest boards with a hard suitcase and silk pajamas.
7. Your ten year old asks, "Why is that BIG BOAT getting so close?"
8. You're the anchor boat on a 30 boat raft.
9. Your boat is known as the party boat.
10. You're motoring in reverse and your inflatable dinghy disappears.

## THE FOURTH MEETING OF FLEET 12

On February 29, 1992, Fleet 12 of Catalina 34's met in Richmond, Virginia. This fourth meeting was a great success: running the usual 8 plus hours of swapping sea stories, secrets of success, maintenance tips and Christmas acquisitions. A total of 41 people attended representing 20 boats. A hearty Thank You goes to the Copelands and Bristows for their fantastic planning, hard work and gracious Southern hospitality.

The meeting was highlighted by a presentation of surveying and commissioning tips by Steve Knox, a professional Boat surveyor recommended by BOATUS. Business was limited to a treasurers report and membership status which is included elsewhere in this newsletter. The bulk of the meeting was just trading information on how to fix it, how to improve it, where to go, where to eat, where to anchor and where not to, and where the raft-ups will be this year.

The next meeting will be held at Stoney Creek in the Baltimore area on November 21, 1992. Details will be provided in the August newsletter.

Bob Bierly  
C'MON WIND

## A Sailors Dictionary by Beard & McKie

**A** - Nautical prefix indicating condition or direction. Thus, a boat that is drifting is *adrift* and something off the side of a boat is *abaft*. Some other common examples of this form: *abash* (toward another boat), *awhiff* (toward an area of low tide), *agfub* (sinking), *aduff* (seated), *adaft* (mentally unbalanced), *adarf* (under the weather), and *amuck* (caught in mud).

**Cruising**: Waterborne pleasure journey embarked on by one or more people. A cruise may be considered successful if the same number of individuals who set out on it arrive in roughly the same condition they set out in, at some piece of habitable dry land, with or without the boat.

**Vang**: Name of German sea dog.

**Wharf**: Sound made by Vang when he wishes to be fed.

**Whelk**: Sound made by Vang to show that he doesn't like that dry, lumpy dog food you put in his dish.

**Whip**: Useful accessory if that dry, lumpy dog food is all you happen to have on board.

---

## Drip Free Packing

In February 1990, I installed Drip Free drive shaft packing (P.O. Box 66820 St. Petersburg Beach, FL 33736, telephone (813) 343-3354 or (412) 843-2051). At first, I wasn't sure if I had done the right thing, but now I have nearly 200 hours engine time on the packing and am completely satisfied.

The drip free packing itself was not extruded like the flax/wax  $\frac{1}{16}$ " packing. I took some pieces of metal angle iron and with a hammer "molded" the drip free packing into the same shape as the square flax packing. The instructions from Drip Free made no mention of how to get the old packing out, so I fabricated a "packing removal tool." It was a piece of approximately 10 inch long clothes hanger with a sharpened  $\frac{1}{4}$  inch tip bent at 90 degrees. With my C-34 out of the water, I removed the aft cabin cushions and cutouts to afford easy access to the packing gland. Facing forward, with my "rump" sitting on the hull, the stuffing box/packing gland was readily accessible between my legs. I backed off the lock nut and then the gland nut itself. To my surprise, the old packing (only two rings and *not* staggered) stayed around the shaft as I slid the gland nut off. So, although my home-made tool wasn't needed as intended, it did come in handy to insure that the gland nut was in fact free of old packing. As per Catalina instructions, I used three rings of packing—the inside and outside were flax, which held the drip free in the middle. I staggered the joints of each packing ring 120 degrees. If I had to do it again, I'd stagger the flax packings 180 degrees from each other as all they do (according to Drip Free) is to hold the drip free packing in place. I lubed all pieces with the drip free blue grease-like substance per instructions. I made a packing tamping tool by flattening two sides and blunting the end of a #2 pencil. Using this tool, I slid and

tamped each ring into the gland nut individually. I then sewed the gland nut onto the packing gland *finger* tight, not engaging the lock nut. When we put our C-34 in the water, the first thing I did (after checking all thru hulls) was check the packing gland and tightened the gland nut *hand* tight while alternately turning the drive shaft (by hand) until the seeping water stopped. I then tightened down the lock nut.

During the season, I periodically checked the packing gland tightening the gland nut  $\frac{1}{8}$  to  $\frac{1}{4}$  of a turn at a time. Some of the drip free packing seemed to be forced out and at times the packing gland would be very warm to the touch (both were very disconcerting). I found, however, that after approximately 50 hours and 10 to 15 adjustments, the gland now runs cool to slightly warm (to the touch) and might have a drop or two of water where the drive shaft enters the gland nut (but no accumulation).

In retrospect, I think that after I installed the Drip Free packing, I became part of the problem. First, by immediately tightening when I saw a single drop of water, and then backing off the gland nut when it felt really very warm to the touch.

I am well satisfied with the Drip Free packing. My advice on installation would remain the same; however, I would change adjustment procedures after running the engine. I wouldn't be too fast in making adjustments, but still hand tighten (if possible) and no more than  $\frac{1}{8}$  of a turn at a time. If a little water accumulates, monitor it for awhile before adjusting.

I'll give you another status report at the end of the 1992 season.

Ron Hill  
Apache #788



## CRUISING NOTES

A special reminder about our August 13/16 Crab Feast at Piney Narrows Marina:

Jim Lamb, the host, has contacted the Comfort Inn hotel which is right across the street from the marina. This would be a convenient place to stay if you want to come by land and spend the night. The hotel does suggest that room reservations be made early as they are usually full every weekend from April until September.

The regular rate (room with two double beds) is \$100 per night for a view of the water, \$90 for a view of highway 30. They will not give us a discount or group rate on Saturday, but if we have 5 or more rooms the rates on Friday will drop to \$93 and \$84, respectively. Anyone making a reservation should call 1-800-828-5361, ask for Denise Stover, Director of Sales, and indicate that they are with the Catalina 34 Fleet 12, in case we do have enough for a discount Friday.

More info will follow in the next newsletter. Hope to see you there!

### May Raft-up in Middle Bay

Weekend of May 9 and 10, there will be a Raft-up in Smith Creek. Raft captain will be Bob Bierly on *C'Mon Wind* who will be in the area around 1 pm monitoring Channel 16. If you definitely plan to be present given acceptable weather conditions please call 703-451-2258 (leave message) so I will know who to call and cancel if the weather turns bad late. If you can't call ahead and the weather is decent come anyway cause we will be there unless some unforeseen emergency prevents it.

Smith Creek is the first major creek north (about 5 miles) of Point Lookout INSIDE the mouth of the Potomac with many choices of anchorages. There are ice, fuel, marina, and restaurant available as well as quiet gunkholes for anchoring out. Hope we see all of the Mid bay 34's and some of the long term travelers there!

Bob Bierly  
*C'Mon Wind*  
#915

### May 23-24 (Memorial Day Weekend)

Claire and Duane Maher aboard *Whiskers* are hosting this raft-up. We plan on anchoring in Whitehall Bay (but if it is too choppy we will move up Whitehall creek aways). We will be monitoring Channel 72. Bring your favorite munchies to share. Our phone number is 301-370-9356.

The official Sunday night raft-up plans are cancelled as we are not available for it. Maybe impromptu plans will be made on Saturday or over the radio on Sunday if people are interested.

### Swan Creek Cruise June 21-22

#### Wine and Cheese Picnic

The place is Swan Creek Marina (North of Rock Hall) and your hosts for the cruise are Corky and Liu Dalton of *WINDY LIN D*. They will monitor channel 72. Call the Daltons at 717-737-6213 if you plan on coming; Also if you would like slip reservations at the marina make sure you call Corky so arrangements can be made.

PLEASE refer to the January issue of THE DOCKLINE for additional cruise schedules.

*Catalina*  
YACHTS

## GIFTS AND ACCESSORIES

### T. GA 123 - Teak Oil and Sealer

Highlights and protects your natural teak wood boat features in one easy application.

### U. GA 124 - Metal Cleaner and Polish

Removes dirt and oxidation while creating a brilliance and luster on marine hardware.

### V. GA 125 - Fiberglass Cleaner and Polish

Revives boat color and provides a long-lasting protection against salt, air, corrosion and the sun.

### W. GA 126 - Catalina Gelcoat (Pint only)

Available in all Catalina current Gelcoat colors. Please refer to color chart for specific description and number.

### X. GA 127 - Catalina Resin (Quart only)

Available to make needed repairs to your boat or other fiberglass parts.

### Y. GA 128 - Epoxy Repair Putty

A convenient epoxy compound that hardens like steel. Can be sanded, drilled, machined, sawed and painted.



**F. GA 109 - Coffee Mug**

A fine English kerstone 10 1/2 oz. mug ruggedly designed for use on your boat or at home. They come in sets of 4 with a Catalina logo printed on one side and the "Sailors Choice" on the other side.

- G. GA 110 - Blue/White Travel Bag**
- H. GA 111 - Brown/Tan Travel Bag**

Designed with the Sailor in mind. Waterproof, mildew resistant acilan featuring 3 pockets and shoulder strap. A standard "Sailors Choice" Catalina 100% embroidered patch or an optional class patch is available.

- I. GA 112 - White/Blue Carry-All Bag**
- J. GA 113 - White/Yellow Carry-All Bag**

Made of high quality and durable #8 Duck in a large size for ice, food or clothing. A standard "Sailors Choice" Catalina 100% embroidered patch or an optional class patch is available.

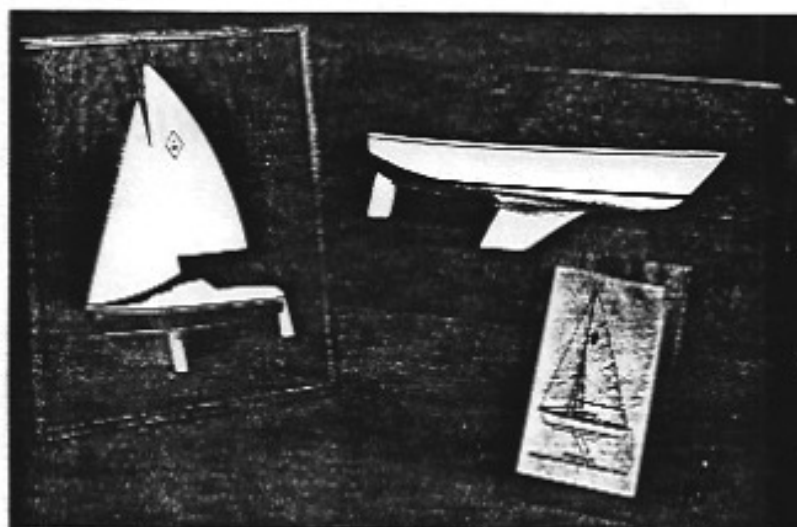


- K. GA 114 - Class Patch - Sail Emblem**
- L. GA 115 - Class Patch - Rectangular**
- M. GA 116 - "Sailors Choice" Patch**

All of the embroidered insignias can be affixed to clothing, bags and accessories. They come in both the traditional sail emblem or the new rectangular shape.

- N. GA 117 - Class Pins**
- O. GA 118 - Class Necklaces**

Attractively designed jewelry to be worn for all occasions by the proud Catalina owner.



**P. GA 119 - Catalina Key Chain**

An attractive soft floating style "Sailors Choice" key chain.

**Q. GA 120 - Catalina Bumper Sticker**

This sticker proudly displays your Catalina model boat on your car, window, luggage or any area that this vinyl sticker can be affixed.

- R. GA 121 - Line Drawing Plaques**
- S. GA 122 - Half Models**

Both items are beautifully displayed on a solid teak framed plaque. The 22' half model is designed with full sails and the other half models feature the traditional hull style. Makes a perfect trophy or gift.





## Gifts and Accessories Catalog

### Price/Order Form

Enclosed is my check for \$ \_\_\_\_\_ or charge this order to my  
 MasterCard # \_\_\_\_\_ Exp. Date \_\_\_\_\_ or VISA # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Please add \$2.50 to each order for handling and shipping costs.  
 All California residents add 6% sales tax. (L.A. County residents please add 6½%.)  
 Complete order and ship to:

CLASS BOAT _____
HULL NUMBER _____

Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

ITEM #	DESCRIPTION	PRICE	CLASS BOAT	SIZE/COLOR	QUANT. ORDERED	EXT. PRICE
GA101 & 102	Tee-Shirts	7.95				
GA103 & 104	Ladies V-Neck	13.75	N/A			
GA105 & 106	Knit Shirt	21.50				
GA107	Skippers Cap	8.50		N/A		
GA108	Visor	4.50		N/A		
GA109	Coffee Mug	18.00/set	N/A	N/A		
GA110 & 111	Travel Bag	32.95				
GA112 & 113	Carry-All Bag	14.95				
GA114	Class Patch — Sail Emblem	.50		N/A		
GA115 & 116	Class Patch — Rectangular	1.00		N/A		
GA117	Class Pins	3.95		N/A		
GA118	Class Necklaces	4.95		N/A		
GA119	Floating Key Chain	1.95	N/A	N/A		
GA120	Bumper Stickers	.50		N/A		
GA121	Line Drawing Plaques — 8x12	65.00				
GA122*	Half Models: C22-25	95.00	**			
	C27	165.00	**			
	C30	175.00	**			
	C36-C38	185.00	**			
GA123	Teak Oil and Sealer	4.25	N/A	N/A		
GA124	Metal Cleaner/Polish	5.95	N/A	N/A		
GA125	Fiberglass Cleaner/Polish	5.95	N/A	N/A		
GA126	Catalina Gelcoat — Pint	9.00	N/A	N/A		
GA127	Catalina Resin — Quart	4.95	N/A	N/A		
GA128	Epoxy Repair Putty	7.95	N/A	N/A		

*All Half Model orders have an additional packaging and freight charge of \$10.00. Please add \$10.00 to order total. **Please specify hull and waterline colors.	SUB-TOTAL _____ ADD SALES TAX _____ MIN. HANDLING CHARGE _____ <b>TOTAL</b> <span style="float: right;">2.50</span>
--	--



PLEASE CHECK YOUR ORDER TO BE SURE THAT YOU HAVE GIVEN US ALL THE INFORMATION WE NEED TO PROCESS IT QUICKLY AND CORRECTLY.

2 FOLD HERE SECOND

PLACE  
STAMP  
HERE

*Catalina*  
YACHTS

P.O. Box 989  
Woodland Hills, CA 91365

ATTN: GIFT AND ACCESSORIES:

1. FOLD HERE FIRST