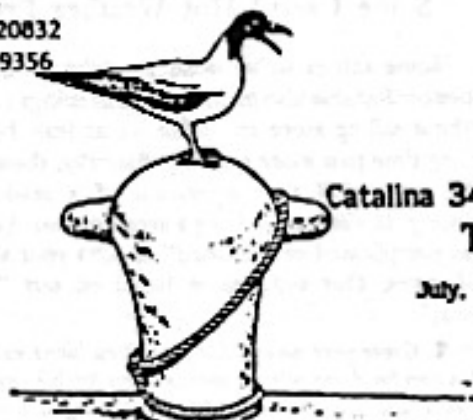


Claire Maher
19201 Darnell Dr.
Olney, Maryland 20832
Phone: (301) 570-9356



Catalina 34 Fleet #12 Chesapeake Bay
THE DOCKLINE

July, 1992, VOLUME 2, NO. 3



FLEET CAPTAIN'S SIGNAL

Even though October is months ahead of us, now is the time to be thinking about volunteering to "man" the table for the Annapolis Boat Show. Last year several Fleet 12'ers volunteered each of one day to meet new and prospective Catalina owners at the show. Since C-30s to C-36s are represented in the Bay, there are plenty of people at the table giving the rest of us ample time to wander around the boat show. The bonus for volunteering our time is that we get into the show free of charge. Think about volunteering for one day during the Annapolis Boat Show and let me know whether you would like to add your name to the list. Walt and I volunteered last year and we had a good time talking to interested sailors, wandering the booths and docks, and felt we had seen enough of the show by the end of the day.

Middle Bay cruisers went to Hudson Creek, Little Choptank River, June 13-14. Hull #1186 *PROSIT* took her owners, Bill and Dot Beck, on a breezy SE sail down the Bay from Herrington Harbor while hull #54 *BRIGADOON* took her owners, Walt and Jan Rupp, on a motorsail NE in light wind arriving in the early afternoon. Upon arriving at Hudson Creek *BRIGADOON* anchored, claiming any space available hers since she was the only one there. A sunny, blue sky on Saturday lent a relaxed atmosphere to the anchorage while one by one our floating neighbors arrived, dropped their hooks, swung to to windward awaiting the arrival of evening.

PROSIT arrived rafting to us. As C-34 owners routinely exchange ideas they incorporate in their yachts, this being accomplished, a potluck dinner became the cuisine for the evening meal. Second to none were the succulent spiced shrimp platter Bill and Dot offered. My—those shrimp were tasty.

The quiet evening of getting to know each other better unfolded into a windy night as the shade of darkness closed upon us. I wondered what Sunday would bring with thunderstorms in the forecast. But Sunday dawned another beautiful day with light winds in the morning, picking up to brisk winds during the day.

PROSIT must have had one of those glorious "runs" up the Bay while *BRIGADOON* "beat", crossing the Bay 5 times before we arrived in the Patuxent River. However, we engaged "George" to do the work for us, often sailing 6' knots, and our comfort and joy at moving, even though it was a "bear", superseded the quick motorsail of the previous day. The mouth of the Patuxent River became challenging in the gusts, but once we rounded Sandy Point (marker 6A) at Solomons, we were sailing 4.5 knots wing-and-wing until Point Patience (marker #8). Walt and I dropped the hook in Mill Cove, ate dinner, visited until the sun set and the afterglow reminded us we need to head back to the marina. Another pleasant weekend with friends became a memory. *BRIGADOON* wants to do it again *PROSIT*. Anyone else care to join a mid-bay cruise?

Remember the next mid-bay cruise is August 29-30 at Solomons where we will be met by C-36, Fleet 3. See you there.

Please refer to *THE DOCKLINE* from January, page 6, for the schedule of events for the sailing season. Remember the *SPECIAL Crab Feast* (and you can come by land, too, as Walt and I will do) on August 15/16, Piney Narrows Marina (Kent Narrows). Lambs are our hosts for this rendezvous.

Janet Rupp
Captain(ess)
Fleet 12

Status of the Fleet 1992

The fleet is in fair shape membership wise (25) and in good shape treasury wise (\$568). Ending last year with 34 Catalina 34 owners as members, we now have a group of 25; 9 former members found better things on which to spend \$15 a year. I am sure interest in sailing competes differently in each household and life varying with time, affordability and new opportunities. I only hope it wasn't something one of us did or did not do to encourage continued participation. And so it goes. Once again I ask all members to be on the alert for Catalina owners who may not have heard of Fleet 12 or MAINSHEET and could benefit from both as you do. I keep a supply of our newsletters on hand to mail to prospective new members along with a "formal invitation" to join us. Give me the name, address or phone number, and I'll make the move although I believe a personal recruitment is more likely to have a positive reception and result. We have had no new members in 1992.

Bob Bierly
Secretary Treasurer
C'Mon Wind #913

COOL COMPRESSORS & CHARGERS

Do you cringe when you feel the heat build up around your refrigerator compressor or battery charger?

The proper venting of the space is essential, but it can still get hot when the ambient temperature climbs over 90°F.

I found a cost-effective way to keep the compressor "relatively" cool. I installed a 3.5" DC fan on the housing of the compressor with nylon wire ties. I wired the fan to the DC power supply and installed a 1 amp in-line fuse.

The fan, fuse, and in-line fuse holder cost about \$10. The fan draws about .2 amp and delivers 30 cfm. Now the compressor runs no hotter than 15 degrees above ambient.

I wired the fan before the thermostat control so it continues to run after the compressor stops. This gives the compressor an opportunity to cool down. Over 24 hours I've used 5 amps and reduced the strain on the compressor.

I also installed an AC fan on my Balmar battery charger which is in the rear of the saloon hanging locker. I installed a switch on this fan because it makes a bit more noise than we like.

Again, the cost was about \$10. There are other benefits: the moving warm air keeps the hanging locker dry and odor free.

Corky Dalton
WINDY LIN D.

Some Useful Hot Weather Projects

Some things we've done to make cruising the Bay more comfortable also make August evenings and weekends without sailing more enjoyable (or at least help the non-sailing time pass more quickly). Basically, these things take little more skill than operation of a sewing machine, painting, sanding, or driving a screw or two. You can make it as complicated or "finished" as suits your skills, budget and tastes. Our suggestions based on our "most used" items:

1. *Cover your naugahide cockpit cushions with terry cloth.* This can be done with 4 inexpensive bath towels sewn end to end and then back to back forming a long bag. The easiest closure is a wide hem with a draw string. Almost as easy is to tailor the bag (inside out) to the cushions and put a zipper on the wider end or a velcro strip. Jane and I find that the terry covers are far more comfortable to sit on in summer and are easily washed after hot summer trips or sloppy cockpit parties. A single towel makes a nice cover for your throwable cushions as well.

2. *Anchor Washer.* If you anchor out at all, you have encountered the real Chesapeake Bay: gray slime/mud. An anchor washer keeps the foredeck and you clean. Mine is a 800 gph bilge pump with about 10 feet of 3/4" hose and about 15' of lamp wire with a cigarette lighter plug. With a 12 v female plug in the anchor locker, I can plug in the pump and wash the gray goo off the anchor as I haul it aboard. I can also use the pump to bail the inflatable after a rain storm. This technique uses salt water and a minimum modification to the boat. I know others have installed a washdown pump, thruhull, hose bib and switch (in the anchor locker) to accomplish the same end.

3. *Can crusher.* If you cruise and drink from aluminum cans, you may be surprised how much of your summer garbage volume is empty cans. An inexpensive solution is a plastic can crusher. The Cat 34 leaves little space for permanent mounting, so we have mounted ours on a board about 6" wide and 18" long, stained and varnished. The crusher operates horizontally on the counter top and stores under the oven.

4. *VHF Extension speaker.* Radio shack makes an indestructible \$4.95 speaker which can be used to permit VHF monitoring at the wheel by running speaker wire from the nav station aft along the port side to the aft cockpit locker. If you are reluctant to drill thru the fiber glass to mount a permanent speaker (as I am) you can mount the speaker with suction cups under the instrument panel when in use and put it in the locker for storage. The bulk of VHF's have a jack in the back for extension speakers.

I would be very interested in each member's own nomination for their own best fix or most used item to improve cruising, comfort or maintenance.

Bob Bierly
C'Mon Wind

May 23-24 Raft-up

We had a beautiful but windless day for our 1st raft-up of the season in Whitehall Creek. The Lamb family aboard *It's About Time*, Phil & Joan Davies and their daughter on *Cat's Paw* and the newest Catalina in our club, *PROSIT* with Bill and Dot Beck joined us. Jim Lamb's parents also tied up along side in their 43' Pearson Motor Yacht—We were quite a site. Ironically, the only other boat in the cove was a chartered Catalina 42.

We all gathered aboard *Whiskers* for cocktails, at one point there were 14 people in the cockpit.

THE FIRST OF SUMMER—BTTTT!

The last day of spring and the first of summer found the intrepid northern Bay contingent of Fleet 12 anchored in Swan Creek.

Cherette with Dave Ewing, Dee Winchel, and son, Ted; *No Problem II* with Len and Helga Brown; *Salty Dish* with Milt and Eleanor Ester; and *Windy Lin D.* with Corky and Lin Dalton staked out their share of the anchorage along with another 60 boats!

Yes, 60 boats. But it was surprisingly quiet and there was plenty of swinging room for all.

(Eds. note—*The Mahers' were there but by car, not realizing that the location had been changed from land to creek so we missed the party.*)

Dalton's Inflatable Ferry Service, with Lin at the helm, began collecting cruise participants (we all anchored separately) and delivery them to *Windy Lin D.*

I lost my position in the Ferry Service when I was side-tracked on *Cherette* as Dave explained the mysteries of installing an Ample Power, 3-Step Regulator. I'm sure he'll do an article for *THE DOCKLINE* on the hazards and virtues of this little black box.

Son Ted is an architect like his father. Impossible. No one could be like Dave.

Dee's epicurean contribution to our party table was "Slush". I don't think I asked her about the name, but she

Later, the Lambs and their parents motored out to Whitehall Bay for the night. *Cat's Paw* and *Prosit* stayed rafted to us. It was a quiet and peaceful night. We slept well . . . until . . . the wind shifted and *Prosit* was touching bottom. Thankfully this was at 8:00 the next morning; our anchor was secure, we just were over shallow water. Duane shortened our anchor rode by 20 feet and we were back in deep water. Now everyone could have their coffee & breakfast peacefully.

Sunday was another beautiful day but again not much wind.

Claire & Duane Maher
Whiskers

Len and Helga just returned from several weeks in Germany so the cockpit discourse took on an international flavor. It was duly noted that despite all the red wine consumed in the cockpit not one drop touched the gelcoat! An amazing feat for 10 happy mariners!

Milt and Eleanor Ester in *Salty Dish* accompanied *Windy Lin D.* across the Swan Creek Bar on a falling tide. Captain Corky figured he could avoid the bottom with Milt in the lead—he wasn't disappointed.

Milt and Eleanor arrived first to start the festivities aboard *Windy*. Eleanor's cheese spread disappeared with alarming speed.

Windy Lin D.'s show-and-tell centered on her hinged saloon table. You may have seen it in *MAINSHEET*. But this was the new, improved design. I can't claim the credit because I copied the design from Milt Ester.

We were later joined by Denny and Cindy Carey of *The Cure*, a Hunter 35. The Careys' are next slip neighbors of the Daltons'.

As night settled, thoughts turned from the hors d'oeuvres in the cockpit to warmth and more food below. With Helga's mystery hash, Dee's slush, and Lin's tabuli we were able to feed the huddled masses.

The next morning, Father's Day, was an early exodus for *Cherette* and *Salty Dish*. The temperature had dropped into the high 40s feeling more like the start of spring than the first day of summer.

RAFT-UP JULY 25

Yes, it's time for another Northern Bay (but all are invited) Raft-up. On Saturday July 25 at 1500 hours in Bodkin Creek we will be waiting. We will also be continuously monitoring channel 72 all day.

We have a deep keel and have never gone aground, even though our 8ft. buzzer always buzzes, so you should have no problem. As you come in to Bodkin past 9A, "Back Creek" is off to your starboard, but DON'T take it! Continue straight ahead to the middle of the "pond" which will help you avoid the shoal along the south shore, then turn to port toward the Red 12 in Bodkin Creek. Ahead is Hammock Island Marina, and next to it is Ventnor Marina. Pass these and continue towards "Jubb Cove". Wherever there is room we will be anchored. This year we should be easy to spot as her name "Cherette" is on both sides.

FALL MEETING NEWS

Mark the date, Saturday Nov. 21. Note the place, the beautiful Maurgale Inn banquet room overlooking scenic Nabbs Creek. Most important, note the people, all our fellow C-34 sailors!

Once the sailing season is over we still like to talk sailing, so what better way than our third annual fall get-together.

We seem to have run out of free places to go, with inexpensive member-provided catering. So now we will have to pay. But it's not so bad considering what we will get!

■ **CONVENIENT LOCATION** just off exit 1 of the I-695 Baltimore beltway!

■ **NAUTICAL LOCATION**, our own Maurgale Marina restaurant on the upper floor of a beautiful, new 'A' frame building with a wall of windows and a deck overlooking Nabbs Creek and uninhabited woods on the other side. (One of the best kept secret sailing destinations on the Chesapeake, by the way, if you're looking for someplace new this summer.)

■ **PLENTY OF FOOD AND DRINK**—there will be an open wine & beer bar and a multi-course food buffet. (Details on food later.)

■ **A FANTASTIC PROGRAM on SAILS and SAIL TRIM** with plenty of GO-FAST advice and tips is being planned. We're checking with Boat U.S. and sail companies for the very best speaker with the best videos, diagrams, drawings, etc. We're also planning on having a speaker take a look at our C-34 prior to the meeting so he's aware of anything

Bring goodies to share, drinks, and maybe we can even rustle up a communal dinner. There is a 6 mile speed limit here and we've never encountered rough waters in Bodkin, so feel free to raft up to Cherette (famous last words, right?). Just watch out if the seaplane that lands here is coming in; I don't think he's ever hit anyone, but he sure can scare your socks off if you don't know about him!

We are really looking forward to seeing all the people that usually come to these things as we really have a good time with you! If you haven't been to one of these get-togethers yet, you should make a special effort to come. It's great, and we guarantee you'll have a good time!

If you want to call to tell us you are coming or not coming, please call Dave Ewing or De Winchell at (412) 257-2787. Even if we aren't there you can leave a message as the one minute long distance charge MD to Pittsburgh is only about \$.32 per minute.

specific he can tell us about our boats to improve sail trim with the controls we have. (We don't want to hear about barbarhaulers on some dingle dangle, do we?) If anyone has heard an excellent speaker in the past, we would appreciate any recommendations. The Fleet 12 business meeting will follow the presentation.

■ **THE AFTER PARTY PARTYING:** Just downstairs from the banquet hall is the public restaurant and bar that has live entertainment on weekends and a dance floor!

The entire cost for this fabulous day, including bar, food, room, tax, and tip, will be about \$20 per person. Even though there will be one more newsletter before this meeting we need to get some idea of who's coming so that we can reserve the room and finalize the menu and speaker. So, cleverly located somewhere below is a form to fill out and send in. You can also send a refundable deposit if you wish to help spread out the cost.

Now, some of you may be wondering why I'm making such a big deal about this. Well, several years ago I tried to arrange a dinner for our Catalina 22 group in the sophisticated "Rivers Club" here in a Pittsburgh hi-rise overlooking the three rivers. It was fairly pricey and nobody came! I don't want to make the same mistake twice, although I think Easterners and C-34 owners aren't nearly as frugal as Pittsburghers! Besides, you guys really know how to have a lot more fun.

If anybody can't come, please let me know with the form below or call someone. David Ewing (412) 257-2787, Janet Rupp (301) 863-9253, Claire Maher (301) 570-9356
Happy Sails to You, Until We Meet Again!

RD 30 00 CB # 1182
8/4/92 rjquadrato

SHIP RADIO STATION LICENSE

There have been a number of articles written regarding adding additional radios/frequencies when renewing your Ship Radio Station License. Why not? The cost of \$35.00 remains the same for one or more transmitters listed on your license. When you add radar, an Emergency Position Indicating Radio Beacon (EPIRB), a Single Side Band, etc., you will already be covered and will not have to change your license. Great idea, but what the articles fail to say is that you must request these radios or emitters, *NOT* by their name (i.e., Radar, EPIRB, Single Side Band), but by the frequency band on which they transmit. The Federal Communication Form 506, dated February 1991, has four categories of EPIRB's, two radars, two Single Side Bands, etc., and shown below:

If you already have the equipment, you know what frequency to ask for. If you don't have the equipment, you'll have to do some "homework" in the electronics section of a few boating equipment catalogues. I found that the most common EPIRB's are "A" & "C" and that most marine Single Side Bands and radars transmit on "T" & "U", and "R", respectively. You need to check "V" for your marine UHF radio and others as your needs dictate. I also checked "F" so I can stay in close contact with my office, and to keep up with the Bristow's and the Dalton's. For forms or additional information, contact the FCC at (717) 537-1212.

Ron Hill
APACHE #788

16. Category of Transmitters (See instruction);		
Check	No	(Category)
<input type="checkbox"/>	V	VHF FM Radiotelephone (156-158 MHz) & EPIRB (156.75-156.8 MHz)
<input type="checkbox"/>	A	EPIRB (121.5 and/or 243 MHz) Class A, B, or S
<input type="checkbox"/>	T	SSB Radiotelephone (1600-4000 kHz)
<input type="checkbox"/>	U	SSB Radiotelephone (4000-23000 kHz)
<input type="checkbox"/>	R	Radar (2900-3100 MHz) and/or (9300-9500 MHz)
<input type="checkbox"/>	W	Radar (14.0-14.05 GHz)
<input type="checkbox"/>	M	Radiotelegraph (2000-27500 kHz) Except Direct Printing
<input type="checkbox"/>	N	Radiotelegraph (2000-27500 kHz) Direct Printing (NBDP, SITOR)
<input type="checkbox"/>	X	Radiotelegraph (405-535 kHz)
<input type="checkbox"/>	L	Survival Craft (500 kHz) (1364 kHz)
<input type="checkbox"/>	P	RTTY-Radioprinter (Under 1600 Gross Tonn)
<input type="checkbox"/>	I	AMTS (216-220 MHz)
<input type="checkbox"/>	F	Facsimile
<input type="checkbox"/>	S	Satellite (1636.5-1644 MHz)
<input type="checkbox"/>	B	EPIRB (1643.5-1646.5 MHz)
<input type="checkbox"/>	C	EPIRB (406-406.1 MHz)
<input type="checkbox"/>	D	On-Board (457.525-467.825 MHz)
<input type="checkbox"/>	O	OTHER (See instruction)

YOU KNOW YOU'RE IN TROUBLE WHEN ...

You go to the boatyard and your boat's name has been changed.

The English meaning for your boat's foreign name is obscene.

Your alcohol consumption is more than your fuel consumption.

You return to your boat at night and the lights are on and the screens aren't up.

70,000 geese fly overhead.

BOAT/U.S. won't renew your membership.

The survey costs more than the boat.

It takes you three hours to jiffy reef.

THE NEW BOAT

The New Boat is the best boat
We were ever so likely to find!
The New Boat has all those things
The Old Boat brought to mind
As being features nice to have
In a boat about this size,
But unfortunately were missing
In the Old Boat's compromise.

So the New Boat has the roller furl
And more horsepower for weather going.
It has better manners and takes less work
Whenever stronger winds are blowing.
The instruments are not only new;
They do certain new found chores.
As the New Boat takes us on longer trips
Exploring newly found bays and shores.

The old alcohol stove is but a bad dream
Of flare-ups and half-cooked meals.
The new galley will be a pleasure
As its appliances reveal.

The shower, now both hot and cold,
Inside the indoor head is running
Eliminating sunny weather only baths
And the plastic sun-shower plumbing.

The wheel is such a big leap forward
O'er the tiller it replaces.
The room below is so much more;
And the berths are in better places.
Yes, the New Boat is the one for us;
It's got all we were looking for!
We're really excited about another year
As the Bay we do explore.

The only unanswered thought we have
With the New Boat on friendly seas
Is: "Will she produce, as well as the Old,
As many Happy Sailing memories?"

Bob Bierly
CMON WIND
Hull #913

THE GOSPEL ACCORDING TO RON:
"God does not deduct from man's
allotted time on earth, the hours he spends
sailing."

Ron Hill
APACHE #788

FOR YOUR INFORMATION ... In the last newsletter I published a price guide for Catalina products. Please be aware that the prices are out-of-date (Oct. 1990) and you should contact them prior to ordering for up-to-date prices.—Ed.