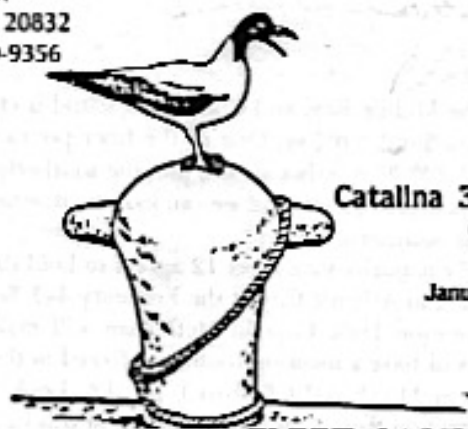


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Catalina 34 Fleet #12 Chesapeake Bay THE DOCKLINE

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FLEET CAPTAIN'S SIGNAL

Welcome to the cruising opportunities of 1993. Our three cruise directors for Northern, Central and Southern areas of Chesapeake Bay have planned activities for all of us and I would encourage each Catalina 34 in Fleet 12 to attend at least one cruise in the "other" areas.

Bette and I aboard *FIRST POINT OF ARIES*, in appreciation of the recognition you have given us as Fleet Captain & Mate (its hard to tell which is which) commit to attending as many of the planned cruises in 1993 as possible.

Lets watch Dockline for dates and places.

At present we have 26 members planning to attend SAIL EXPO in Atlantic City in February. Our thanks to Ron & Phyllis aboard *APACHE* for the organizing they have done to give us the details.

Briefly, the activities are Feb. 4, 5, 6 & 7 at the Atlantic City Convention Center. I've enclosed their brochure which provides ticket info and a schedule of events.

Catalina Yachts will provide a "Welcome to Catalina Owners" on Friday evening with refreshments and of course will have a display on the floor of the Center. There is a banquet Saturday night which many of us have planned to attend. Deadline for reservations was Jan. 8 to Bob Bierly.

Even though you may not be going to the banquet we all plan to meet in the "Catalina Room" at 1400 Saturday Feb. 6 for a Fleet 12 Spring 93 meeting. We will share this room with other Fleets that afternoon. Around 1700 Frank Butler and Gerry Douglas from Catalina Yachts will hold a group meeting with all the Fleets.

This is our spring meeting and we should have a great time with all thats available. We'll see you at SAIL EXPO and on the Bay!

Jim Heffernan
Fleet Captain
FIRST POINT OF ARIES #389

1993 Summer Cruise Schedules

Southern Bay Cruises

May 15-16 Corrotoman River
(off of Rappahannock River)

Oct. 9-10 or 16-17* Mill Creek (Gr. Wicomico River)
joint cruise with Mid Bay

* Whichever doesn't conflict with Boat Show

Middle Bay Cruises

May 22-23 Smith Creek (off Potomac)
Host—Ron Hill

July 3-4 Cuckhold Creek (near Solomons Island)
Host—Jan Rupp

August - - to be announced (weather permitting)

Oct. 9-10 or 16-17* Mill Creek (Gr. Wicomico River)
joint cruise with Southern Bay *-see above
Host—Bob Bierly

Northern Bay Cruises

May 15-16 Rhodes River (off West River)
Host—Phil and Joan Davies

June 5-6 Swan Creek
Host—Corky and Lynn Dalton

July 24-25 Bodkin Cr. (Patapsco)
Host—Dave Ewing/De Winchell

Aug. 21-22 Corsica River (off Chester)
Host—Bill and Dot Beck

Sept. 18-19 Magothy River
Host—Jim and MaryAnn Lamb

Oct. 2-3 Fells Point Festival - Anchorage Marina
Host—Len and Helga Brown

Maugale Marina—Catalina 34 Fleet 12 Meeting November 21, 1992

Dave Ewing and De Winchell hosted a splendid Fleet 12 meeting/dinner/social. Quite a feat since they live in Pittsburgh, PA and the social was in Baltimore, MD, at their marina. Dave and De you have our applause for a sparkling day and evening and even the weather cooperates.

After socializing for 2½ hours, we start our 45-minute business meeting. You can see we have our priorities in order. Congratulations to Jim Heffernan, our new Fleet Captain. At this writing Jim and Betty are moving from Washington, NC, to Deltaville, VA. We Middle Bay cruisers welcome the Heffernans and look forward to cruising with *FIRST POINT OF ARIES* come spring of '93. For the third year Bob Bierly (*C'MON WIND*) offers to be our Secretary/Treasurer and no one at the meeting got crushed in the stampede to take the position away from Bob. Congratulations to you for your contribution to Fleet 12, Bob. Claire Maher (*Whiskers*), our newsletter editor, offers to publish *THE DOCKLINE* again in 1993. We didn't see any billows of smoke behind anyone to chase Claire out of the editorial department, either. One thing Fleet 12 needs to concentrate on is to support Claire by sending inputs to the newsletter. Cruise leaders—write about your cruises, send them to Claire, so we can all share your experiences and learn by your knowledge. Think *NEWSLETTER* until it becomes unconscious and along about the first week or two of January, April, July, and October your brain has a funny little twitch and its your conscience giving you a nudge that Claire needs your articles, cartoons, jokes, how-to's, how come's, and new additions you make to your sailing vessels. Our newsletter looks most professional under your editorial expertise, Claire. Thanks for serving Fleet 12 for another year.

Cruise leaders volunteer readily in Fleet 12. Bill Beck is cruise leader for the Upper Bay, Ron Hill is cruise leader

for the Middle Bay, and Charlie Copeland is cruise leader for the Southern Bay. One of the finer points of cruising the Middle Bay is that we can join the southerly portion of the northern cruises, and we can join the northerly portion of the southern cruises.

By majority vote Fleet 12 agrees to hold the February meeting in Atlantic City at the February 4-7 Boat Show—Convention Hall. Captain Heffernan will make arrangements to have a meeting room, as offered in the advertisement in *MAINSHEET* (Nov.), pg. 12. Look for further information from Captain Heffernan in this issue. Fleet 12 accomplishments during the 45-minute meetings are phenomenal. With enough weighty decisions behind us, we vote, and accept, and the program for the afternoon shifts to our speaker.

David Flynn from Doyle Sails offers his knowledge of the history of sail cloth manufacturing, the changes that occur during the 20th century, why sails are cut the way they are, and how to maintain the integrity of our sails. A question and answer period follows and David remains with us for dinner and to socialize enabling us to discuss our own issues concerning sails.

Our typical 1-5 pm meeting/social usually lasts 9 hours. Those who stay overnight in the local motels continue socializing the next morning at breakfast. We are a cohesive group.

As this will probably be my last official duty as Fleet Captain(ess), I'll take this opportunity to thank you for making Fleet 12 fun, relaxing, and an experience to look forward to,

Janet Rupp,
Past Fleet 12 Captain(ess)



Steering Chain/Cable

Next time you remove your compass to check the steering linkage in the binnacle, do a simple test.

A "bicycle like" chain rides over a gear inside the binnacle. The chain is connected at both ends to cables which are led aft to the large sheave on the rudder post.

You can see both ends of the chain if you turn the wheel hard to port then starboard. What you do not want to see is the cable ride up over the gear when you are hard to port or starboard.

After I discovered the problem I removed the board in the aft cockpit locker which covers the large rudder sheave. I noticed that the extent of the rudder's movement to port and starboard was controlled by a pin built into the circumference of the sheave. The pin has a rubber sleeve on it. As the sheave moves to starboard, of course, the pin moves with it. The pin "runs into" the back surface of the 3" X 4" starboard stringer which runs longitudinally under the cockpit sole. That effectively limits the rudder's movement.

The same thing happens if you turn the wheel hard to port.

I noticed that one stringer was 2" shorter than the other. The shorter stringer permitted the cable to ride up onto the gear in the binnacle and permitted a few more degrees of turning in one direction.

To solve the problem I screwed and epoxied a 2" block of wood onto the end of the short stringer. Now the helm turns the same number of degrees in both directions and the cable no longer rides up on the gear.

There may be other fixes, but this seemed easiest to me.

Corky Dalton
WINDY LIN D.

DUES are now due for 1993. \$15 should be mailed to Bob Bierly, 6817 Ontario St. Springfield, VA 22152 or you can give the money to Bob at our meeting at SAIL EXPO. Don't forget!

SOAP

Next to clothes pins, Joy Liquid is essential on *WINDY LIN D.* It does all the usual stuff you've read about in *CRUISING WORLD*. For those of you who have bathed in salt water, you have come to appreciate the floating plastic bottle—provided it contains sufficient air! Great suds! And no phosphates!

But have you ever used its lubricating qualities? Does your main sail luff move grudgingly up the track? When you hoist the jib on your roller furling system, does it stick 3 feet from the top? Do your machine or wood screws fight you every inch of the way?

I used white teflon grease to get my sails moving easily. But grease, even white grease, has two bad qualities. It stays where you put it. And it attracts dirt. I wondered why my luffs were getting dirty!

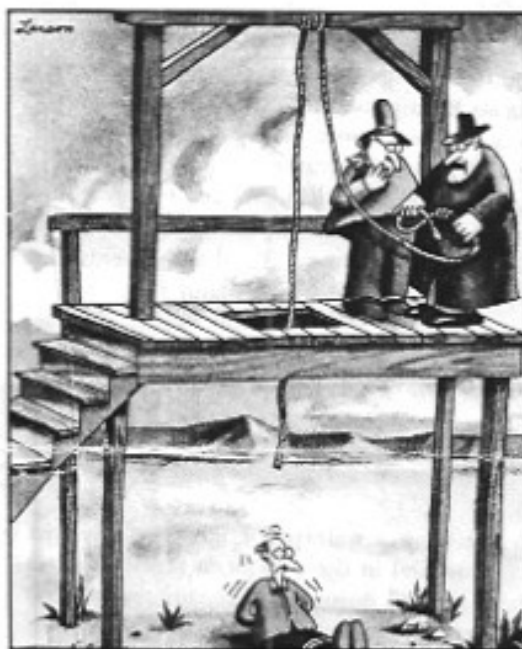
The Joy liquid does its job then washes away.

Joy also works nicely for the birdy do-do on your acrylic covers.

Enjoy!

Corky Dalton
WINDY LIN D.

ADVANCED BOWLINE?



"You meathead! Now watch! . . . The rabbit goes through the hole, around the tree five or six times . . ."

CRUISING WITH APACHE

This past season, *APACHE* was able to do some extensive cruising on the Chesapeake Bay—7½ weeks in Spring and 6 weeks in Fall. I thought you might be interested in how our 5-year old C-34 and its subsystems (including some of my modifications) held up. I must give Catalina an A+ for overall design, safety, performance and comfort.

Now for things that worked and those that didn't. Our normal week was to anchor for approximately five or six nights and then stay at a marina for one or two days. Being dockside gave us a chance to wash the boat, do laundry, mail letters, make phone calls, and restock the galley.

We've decided that refrigeration is definitely worthwhile even though we use it only while the engine is running, when we are plugged into dock power, and for short periods after preparing meals. After shopping at the grocery store, we placed our meat in the freezing compartment and it was frozen by the time we left the marina the next morning. We also use the refrigerator as an ice box when sailing with a block of ice usually lasting about a week. I placed additional insulation around the icebox, added an "Auto Mac," have two of Sears largest deep cycle "DieHards", and a separate "DieHard" starting battery. We always ran the refrigeration when the engine was running (during anchoring and motoring when we couldn't sail) and for one or two hours at night after we were through going into the refrigerator.

The "drip free" packing I installed last season works great! It keeps the bilge dry and all the nasty salt water outside of the boat where it belongs. Total adjustments this season were three 1/12 turns of the gland nut.

We didn't experience any moisture related engine panel problems as I had installed rubber covers on the key, starter, blower, and high temperature alarm press to test switches.

Lazy Jacks are a must in high winds or when short handed. They can be purchased or make your own as I did for about \$25.

If you do not have a waterproof navigation system (Loran or GPS) mounted in the cockpit, a repeater saves innumerable trips up and down the companionway steps. My waterproof repeater is mounted next to the engine instrument panel and gives distance to go, heading, and crosstrack error.

We experienced only two equipment failures. After being connected to the same propane tank for 6 weeks and being turned on and off at the tank on a daily basis, the propane high pressure regulator failed! You could hear the loud "hiss" and smell the gas coming from the weep holes in the underside of the regulator. Fortunately, we were in Annapolis Harbor and were able to purchase a replacement. I later called the Fisher Company (maker of the regulator) who suspected that a fine piece of dirt may have gotten stuck in the diaphragm. Moral of this story: make sure that your propane locker lid fits securely and that the two overboard vents are clear. Periodically, I take a hose and blow through the vents from the inside of the box. This insures that spiders, mud daubers or other debris haven't clogged the vent hoses.

During a high wind lowering of the main sail, we broke a few shackles that attach the luff cringle to the sail slide. Of course, I didn't have any spares on board. I replaced all of the old ones and now carry spares as well as spare sail slides.

To retain the best night vision, I replaced all of the engine instrument lights and some center cabin lights with red bulbs that I purchased from an automotive store. What I didn't know was that the coating was "dipped" and that as the bulb was used it changed from red to light red to pink and finally to white! So, save your money until you can find bulbs that are made of red glass.

Much to my surprise, I found that my dry bilge would be full of salt water after sailing on a port tack in a following sea. The exit for the electric bilge pump is low enough on the transom that sea water back siphons into the bilge. This is no major problem as the pump will kick in and empty the bilge. It is, however, a real "attention getter" the first time it happens.

In preparation for the 1993 season, the only major change to *APACHE* will be the installation of a high output alternator. In the 90 degree days that are not uncommon in the Chesapeake, I am concerned that my original Motorola alternator will overheat and fail. Had I been smart when I purchased my "Auto Mac," I would have gotten the larger model for nearly the same price. Now I'm stuck with the smaller 50 amp controller.

Ron Hill
APACHE