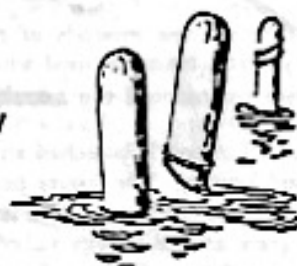


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Catalina 34 Fleet #12 Chesapeake Bay
THE DOCKLINE

April, 1993, VOLUME 3, NO. 2



FLEET CAPTAIN'S SIGNAL

Tonight March 30, 1993, I'm making my list of items that should be done in the next five days. All the planning through the winter has now come down to "stop the dreaming and start the action." Today we de-winterized *FIRST POINT OF ARIES* at the dock by the townhouse. At 1500 Bette and I backed her out of the slip in nice sunshine and headed out under power into the slight chop coming into Jackson Creek from the Bay. Its a great feeling—if we just keep going—Cape Henry, Bermuda, St. Thomas, Antigua—but there's that dreaming again trying to dominate the real world that must prevail. We swung around and headed for the travel lift of Deltaville Marina. Even when we lived in North Carolina we came back to Deltaville for haul out just before the Spring.

By 1730 we had been hauled out, pressure washed and blocked. Now I'm making my list in priority. The dreaming has stopped, the action must begin because in five days we're going back into the water to start the 1993 cruising

season with Catalina 34 Fleet 12. For weeks BOAT U.S. has been sending various UPS trucks to our door with supplies. Hey—gotta stop dreaming and get on with my maintenance list. By 0600 I need to be in the boaryard working—enough dreaming.

SAIL EXPO at Atlantic City was a great event but written word would fall short. Raft up this summer with some of the folks that went and let them tell you about Frank Butler, Gerry Douglas, Dennis Connor, Buddy Melges, Gary Jobson etc. etc.

Bob Bierly has received some but not all of our 1993 dues for Fleet 12. The dues are \$15 so mail it in if you haven't already. Naturally we want to keep up with our National dues also because our Jan Rupp is National Treasurer for 1993.

We'll see you on the Bay.

Jim Heffernan
Fleet Captain
FIRST POINT OF ARIES #589

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 Boxkin 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

Top 40 clubs

THE COLD WAR

We returned to the back lot just as the snow was retreating. In white paper suits, hoods, goggles, and dust masks, we moved through the mounds of melting snow and late February arctic blasts. Armed with sanders and sanding blocks, we commenced the assault.

The squad, Lin and I, launched an abrasive assault on the spent, red bottom. The hours passed. The red menace yielded. But the cold war would not end. The size of the bottom grew as our energy ebbed. Arms and shoulders ached as they felt the friction of sandpaper against the anti-fouling weapon that kept the Chesapeake's mollusks at bay.

A car entered the back lot. It tracked its way to a blue blotched bottom. The driver turned, reconnoitered, emerged. He checked the poppets, tightened the cover, looked at the snow, and postponed his battle with the blue bottom. The car retreated.

We had come to conquer. We ground our way over the keel, wheeled and outflanked the rudder, and the water line yielded to the onslaught of finger tips and sandpaper.

Only the mop-up remained. Brushes made quick work of the remaining red menace. The white, bloodied uniforms and masks were shed. We withdrew. All was quiet on the back lot. Red snow was all that remained of our cold war.

Corky Dalton
WINDY LIN D.

Corrotoman River Cruise May 15-16 Raft Up

Emily and I are looking forward to having everyone who can come to join us in the Corrotoman River the weekend of May 15-16. The odds are for fine weather as it almost always settles by May 15th.

The Corrotoman anchorage is one of our favorites on the Bay. Located in an almost perfect cove in the eastern branch of the river it is one of the prettiest spots of the southern bay area. High wooded cliffs afford good protection from the weather. Depths are uniformly 10 to 12 feet and there is a handsome small sandy beach at the entrance.

Plan to be with us—it will be fun. Proceed about 3 miles upstream of the Rappahannock River bridge to the Corrotoman entrance. It will be to starboard and marked by day beacon "R2". The anchorage lies in the eastern branch about 3.2 nautical miles above "R2" at 37°42'50"N and 076°27'15". We'll be guarding channel 16 after 1400.

Emily and Charlie Copeland
CAROLINA BREEZE #633

CLEAN ANCHORS AWEIGH

Weighing anchor on the Chesapeake was a dirty job until I learned how to let the boat's action clean the mud from the chain and anchor.

Slowly, take in the anchor rode until the bow roller is directly over the anchor. Immediately take one turn of chain on the bow cleat and snub it. Start making stern way. Your 12,000 pounds of Catalina 34 will quickly release the anchor due to the near vertical pull.

Start pulling up the chain but let the sternway of the boat rinse the mud from the chain and the anchor as they skim through the water. In two boat lengths the mud should be off both.

An added benefit of pulling the anchor while under sternway is that you avoid having the chain and anchor coming against the gelcoat since they are in front of rather than under the boat.

Corky Dalton
WINDY LIN D.

Winter Ramblings

It has been a very long wet winter. As I write this, I am concerned that I am the only one in the fleet that has not even begun the process of returning the good ship *C'Mon Wind* to her natural element, The Bay. Indeed, this must be the latest date (April 6) to which she (or any of her five predecessors of the same name) has worn her blue veil (okay it's a plastic tarp) while mourning the winter. Oh well.

Anyway, though I would share a couple of potentially useful sources of good fabric for this winter. Should you need small to medium pieces of Sunorella at really bargain turly outlet prices, try the Fabric Warehouse, North Point Plaza, 2501 North Point Blvd, Baltimore, Maryland. Sunbrella remnants are \$1.59 a yard. You can find rollends up to two to three yards of 45" material in whatever colors. The location is just off (maybe one exit) of the north end of Key Bridge. Not a nifty part of town, but the price is about a tenth of normal for acrylic fabric. For the truly sewingly gifted, the Fabric warehouse is a fully stocked fabric place.

If you read *Practical Sailor* about last year at this time, they recommended *Cerol* as the ONLY truly good treatment to protect teak from the weather, sun, etc. It is not a marine product, but rather an exterior wood preservative. Anyway, I've seen it and it works. More importantly, I finally found a source (it's a Dutch product not found in our local and/or chain hardware stores). Potomac Paints in Arlington, Va or Camp Springs, MD has the stuff.

Last, I would like to report a sighting of what has to be a critical mass of Catalina 34's at Herrington Harbor North winter storage yard. Within a very close proximity there were *Summerfire*, *IOS Tranquility*, *Relax*, *Proxit*, *Wingit* and *Flying Colors*. Six of them, half a dozen and only three are members. Hint! Hint

Spring has Sprung, The Grass has ris!
I wonder where the sunshine is!

Bob Bierly
C'Mon Wind

CRAB FEAST

Mark Your Calendars!

Saturday, July 31, 1993

Place: Solomons, MD

Plan to come by land or sea; Reservations will be made at a local restaurant. Jan Rupp will pull the details together and a special mailing will go out prior to the next newsletter.

ANNUAL MEETING

Mark Your Calendars!

December 4, 1993

Place: Deltaville, VA

Host: To Be Announced

The following letter was sent to "Janet" Hiererman, (alias Jim) and he suggested that it be published in our newsletter.

Open letter to Fleet 12 Members:

This summer's Catalina Rendezvous is being held in July and my wife Laurey and I are planning to attend. We have reserved a Catalina 34 with San Diego Yacht Charters and are looking for another couple to join us. Perhaps someone you know would like to attend but who, like us, need another couple to charter a boat.

We would appreciate it very much if you would give a copy of this letter to anyone who would like to share the 34 with us this summer.

Thank you very much.

Don & Laurey Hanson
5685 N.E. Foster Road
Bainbridge Island, WA., 98110
(206) 842-2086
Catalina 30 "Puffin" #5408
Fleet 6, Seattle

"More correspondence"

Recently, Jan Rupp was contacted by Nancy and Dan Thornell who own a Catalina 34 and sail near their home waters of Mass. Eventually they hope to relocate and sail the lower Chesapeake. They have some general questions regarding their Catalina which I thought I would include here in the hopes that someone may contact them with their own answers/observations.

Has anyone had a problem with engine vibration between 1200-1500 RPM? Is there a solution?

Where would be a good place to locate extra batteries?

Does anyone use a windlass?

According to Jan, they would be interested in our Fleet when they relocate. They would welcome any contact to discuss boat improvements and helpful hints. So if anyone wants to drop them a line, their address is:

34 Walter St.
Lynn, MA 01902

Editor

STATUS WINTER 1993

The fleet remains in fair shape membership wise (14) and in good shape treasury wise (\$510). Ending last year with 25 Catalina 34 owners as members, we now have an unexpected but greatly appreciated influx of new members. Since the fall meeting our ranks have been swelled by: John & Kathy Connolly on *Odyssey* (Havre de Grace), Dennis Jenkins on *Beautiful Dreamer* (Bodkin Creek), Bruce & Susan McKimens on *Summerfire* (Herrington Harbor), Tony & Doris Lamkin on *Chardonnay II* (York River YC), and Paul & Taffy Mellen on *Talisman* (Fort Monroe YC). Obviously, the locations of the boats show that new members are literally everywhere. I ask all members to welcome our new members by noting their cruising areas and asking them to join in. Being alert for Catalina 34 owners and buyers who may not have heard of Fleet 12 or MAINSHEET could be a benefit to the Fleet and the unaware boat owner. I keep a supply of 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 get a positive reception and overcome the initial reluctance that is often there. Bottom Line: Of 14 paid members today, 5 are brand new. Messages should be clear: Pay your dues to keep our newsletters coming (the telltale yellow highlighting on your address label says this means you!) New members are the lifeblood of any organization as interest and boat ownerships change. Happy Sailing!

Bob Bierly
Secretary/Treasurer

Cuckold Creek Cruise
Mill Creek
July 2, 3, 4, 5 1993

Jan & Walt Rupp, *BRIGADOON*
Cruise Leaders

Refer to your 1992 "Guide to Cruising the Chesapeake Bay", p. 188. "MILL CREEK on the Patuxent River".

As you cruise up the Patuxent River, you will pass under the Governor Thomas Johnson Bridge linking lower Calvert and St. Mary's counties. The bridge has a 140-foot clearance. Further up the Patuxent, take notice in rounding Point Patience. Here in this narrow area, the river marks a water depth of 137 feet—one of the deepest points on the Chesapeake Bay!

(Jan's note: Stay clear of Pt. Patience marker. Due to the construction of the Gov. TJ bridge, shoaling is slowly occurring on the river side of the marker. Power boats like to motor close to the marker, too, sometimes making it miserable to pass the marker. There is plenty of room for a good sail up the river and to miss Pt. Patience marker thereby missing the power boats, too.)

Mill Creek, about five miles upstream from Drum Point, has one of the prettiest anchorages on the Bay. A green daymark off half Pone Point (Jan's note: enter Cuckold creek between Patuxent River markers #9 and #11) leads to a red mark at the entrance with a nice, wide channel, which is easy to negotiate. Once inside the entrance, curve around to the left and drop anchor in the little bay which boasts 12 feet of water with a good holding bottom.

It is here in Mill Creek *BRIGADOON* will await Fleet 12 arrivals. You are welcome to raft along side us for the night, if you choose.

Even though July 2 is a Friday, and Walt and I both work all day on that day, Mill Creek is just a short motor for us. So we will be there Friday night in case any of you happen to be sailing on the Patuxent River that day.

Saturday we will sail to St. Leonard's Creek and drop a hook for the night. Vera's White Sands Restaurant is available for those who wish to enter Vera's Hawaian-type paradise. We will anchor in Rollins Cove for the night. Walt and I will anchor and those of you who wish to raft along side of us are welcome.

Sunday we will sail back to Cuckold Creek, enter Mill Creek and anchor for the night. I do not suggest rafting Sunday night since we will be leaving our yachts to go to the fireworks on *BRIGADOON*. Even though we will leave

for the fireworks during sunshine hours, please remind ourselves to leave our anchor lights on for our return.

Fireworks on the Patuxent River are a major attraction to boaters with many power boats anchored on the river. Last year we remained anchored until a majority of the power boats departed. The roar of their engines gave final testimony as to the number of power boats that must have been anchored all over the river. The DNR and the Coast Guard Auxiliary were instrumental in controlling the crowd. Point Patience is everything her name implies. Many powerboaters, used to cutting markers, no charts on their boats, have in years past cut the Pt. Patience marker and run right up on the beach after the fireworks. So we remain anchored until the wild crowd departs. The message last year from the DNR and CG was, "you WILL go 10 mph until you pass Pt. Patience", repeated time and again. Last year's powerboaters were a controlled unit.

Walt and I invite any and all who wish to join us to motor "around the corner" from Mill Creek to the bowl of the Patuxent River to watch the fireworks. The fireworks in 1992 were spectacular.

At this writing in February, I must assume the fireworks are going to be Sunday night, July 4, giving us Monday, July 5, a holiday (since July 4 is Sunday) to sail home. I will know more about the date of the fireworks as July nears. But we can change our plans if the fireworks are going to be Saturday night instead of Sunday night. It isn't logical to have fireworks on Saturday when Monday is a holiday, but neither are our county political leaders logical. At any rate, here is a short summary of our cruise:

Friday night, July 2, *BRIGADOON* will be in Mill Creek
Saturday, July 3, we will sail to St. Leonard's Creek, anchor overnight

Sunday, July 4, we will sail back to Mill Creek and anchor overnight

Sunday night, July 4, *BRIGADOON* will taxi all who wish to go to the fireworks in the Patuxent River

Monday, July 5, depart for ports of call

See you on the July 2-5 cruise to Mill Creek off the Patuxent River.

Walt and Jan
BRIGADOON

WHAT'S WRONG HERE?

(See page 6 for answer)

Wind in the Rigging



THE SMART TEE

"UPSIDE-DOWN" FORMAT

NAUTICAL KNOT T

A properly tied knot will hold securely, yet be easy to cast off when you want to let it go. Any knot won't do. Make it the right knot for the situation - be it making a line fast to a cleat, to another line, to a ring and to a post or piling. The 8 knots shown will equip you to handle practically every sailing situation where you must make a line fast. It's all printed upside down for a quick easy reference guide. Knots printed in blue with red on white 100% heavy weight cotton t-shirt. Adult sizes: L, XL. #ITK-30 \$19.95



MAINTENANCE BITS AND PIECES

FUEL FILTER REPLACEMENT

As every Catalina 34 skipper knows there are a couple of maintenance items on the Universal 25 that are pretty tough to get to. I have always found the engine mounted second stage fuel filter a real hassle to remove. The problem is that it is awkward to reach and there is insufficient clearance to use a conventional filter wrench properly. Last season I hit on a method that works well for me. A hose clamp of at least 3" diameter is slipped around the filter and tightened. Using a dowel or long screwdriver to reach the clamp screw, the screw is tapped with a hammer until the hose clamp and filter rotate enough to remove by hand.

TRANSMISSION DRAINING

Another chore that has always bugged me is draining the old transmission oil. Although some folks in our marina don't bother with it, I like to replace the fluid each year. There is always just enough black stuff in the old fluid to motivate me each time.

After trying several different approaches, I like the "Turkey Baster" method best. Using a piece of vinyl hose to extend its range the baster will suck up the 16 oz. or so of old fluid in 4 or 5 passes. A calibrated clear jar is used to catch the old stuff. This allows its inspection and tells how much fluid needs to go back in. I am never really sure what the dip stick is telling me.

STUFFING BOX TUNE UP

Folks in our marina use everything from Sillson wrenches and pipe pliers to a hammer and screwdriver to adjust the packing nut. A method that works well for me is to use two sink trap wrenches from the local plumbing shop. After setting the jaws of each to the right fit, the wing nut on each wrench is tightened to permanently hold that fit. Because the dimensions of packing nut and lock nut are slightly different, I mark each wrench to identify the fit. If the wrenches later rust, that's even better--they don't lose adjustment!

PROP BARNACLES

Barnacles on the propeller can get so bad you can hardly back out of your slip. Even light fouling hurts speed and maneuverability. It's absolutely no fun to go overboard in mid-singing nettle season. After trying a number of different "fixes" with little success there is one that works a little better than anything else for me. While the boat is out for bottom work, I polish the prop as brightly as I can get it and then spray on 3 or 4 coats of "Classic yacht" clear finish. It is made for use on outboard underbodies and contains some "tin." My impression is that effectiveness is related to the quality of shine I can get on the prop before cleaning and painting it. "Classic Yacht" is sold by Boat U.S. and E&B marine.

Incidentally, I also put this stuff on the speed log paddle wheel at the same time. It allows me to go the whole season with no fouling of the paddle wheel. There are two cautions: (1) Don't get paint in the bearings and, (2) Be sure to scrape off the old paint before re-coating each year. It is best to remove the wheel from the transponder body while doing all this.

WORLD'S GREATEST TOOL

In my book the "DREMEL" tool is just the greatest. The "DREMEL" is a small high-speed (28,000 rpm) grinder. I cannot say enough for the handiness of this little gem. The jobs you can do with this tool are endless and incredible.

A vast number of grinding and polishing points and hardened cutters are made to fit this tool but my favorite is the miniature cut off wheel. With it you can, for example, re-slot a damaged screw head, cut coax cable without crushing it, fabricate small parts, cut stainless steel bolts or sheet metal, trim s/s shrouds or stays square so new hardware can be fitted. The possibilities are practically unlimited. All the accessories you will ever need stow with the tool in a fitted case the size of a cigar box. Completely addicted to the "DREMEL" I keep one on the boat and the other at home. You wouldn't believe how much I use them.

Charlie Copeland
CAROLINA BREEZE

'WHAT'S WRONG' Answer: The Sheet Bend is tied improperly; Tied as shown on the "T Shirt" you end up with a square knot!

In early March, I contacted Ms. Jean Schanen, Manager of Wind in the Rigging, and told her of the error. She contacted the supplier who assured her that there is more than one way to tie a Sheet Bend. I replied by sending her four sources showing how to tie the knot properly and hope that they have not purchased "a zillion" of the incorrect "T Shirts."

Ron Hill
APACHE #788