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Catalina 34 Fleet #12 Chesapeake Bay
THE DOCKLINE

July, 1993, VOLUME 3, NO. 3



FLEET CAPTAIN'S SIGNAL

It's Saturday, June 26 Delnaville Va. We had loaded *First Point of Aries* this week for a two week cruise generally in the middle bay area. Last night the weather forecast was for severe thunderstorms today on the Bay. As Bette has been our foredeck man in the past it appeared that reefing and other gymnastics in a Thunderstorm might be a bit much for her recovering knee so we are holding up until tomorrow, 6/27/93.

We hope to meet up with Jan & Walt Rupp on *Brigadoon* and others from the middle bay at the July 3rd rendezvous.

There has been quite a few negative comments about our planned annual meeting being held so late. (Dec. 4 as listed in *The Dockline*.) Accordingly, we are going to ask for a show of hands at the July 31 Crab Feast in Solomons. (See Jan Rupp's note in this *Dockline*).

Temporarily there seems to be more favoring a Sat. Nov. 6 annual meeting in Delnaville, Va. It will all be finalized at the July 31st Crab Feast. Please be there for fun & discussion.

Jim & Bette Heffernan
First Point of Aries #389

Status of Fleet — Summer 1993

There are 22 paid-up members of Fleet 12. The good news are the new members which I named in the last newsletter. The disappointing news is that 10 of our last year's members, many of whom have been avid attendees at meetings and raftups, have not responded to previous notices that dues are due for 1993. Out of concern that we should lose any of our stalwarts inadvertently, we have extended the mailing of this newsletter to those folks in the hope they will (1) notice the yellow highlighting on their address labels and (2) mail in their 1993 dues to Bob Bierly, 6817 Ontario Street, Springfield, Virginia, 22152. This will assure their continued receipt of newsletters and invitations to subsequent Fleet 12 events. Enclosed with this newsletter is a current roster (including the 10 backsliders who we all hope will stay with us).

The treasury remains in good shape with just short of \$600. I also have Catalina 34 Fleet 12 burgees (at \$15 which is cost) should any one need a new or replacement one. I expect to formulate a recruiting letter to send to new Catalina 34 owners identified by the national Group for me in recent weeks. If you have any names and addresses I should include please send same or give me (or my answering machine) a call with the data. See you all in Delta III in the Fall.

Bob Bierly
C'Mon Wind
Secretary/Treasurer

Anchor

Any of a number of heavy, hook-shaped devices that is dropped over the side of the boat on the end of a length of rope and/or chain, and which is designed to hold a vessel securely in place until (a) the wind exceeds 2 knots, (b) the owner and crew depart, or (c) 3 AM.

MIDDLE BAY CRUISE (May 22-23)

Although the winds were light, three Fleet 12 boats rendezvoused in Smith Creek (off the Potomac River). *Apache*, *C'Mon Wind*, and *Shenandoah* rafted together about a mile north of Point Lookout Marina. To our surprise, Alberta Dobbs had cooked a lasagne, which she transported all the way from their farm in the Blue Ridge mountains, to feed the hungry crews of the rafted boats. The three captains exchanged C-34 improvement ideas and Bob Bierly and I had a chance to admire Harry Dobb's new canvas on *Shenandoah*. The raft stayed together over night and broke up by mid-morning.

Ron Hill
APACHE #788

CORROTOMAN RIVER RAFT UP May 15th

On a gorgeous afternoon in mid-May, Emily and I awaited the arrival of our Fleet 12 folks in this beautiful tributary of the Rappahannock. Shortly after lunch we were pleased to receive alongside F.A. and Opal Bristow in *F.A.'s Toy* and Ron and Phyllis Hill on *APACHE*. Gus and Diana Moody joined us aboard their *Winter Moon* a bit later, explaining they also had a function at their yacht club they were obliged to attend. In spite of this they managed to spend much of the afternoon with us.

We toured each boat, having a look at modifications and developing ideas for improving the boats. Needless to say, we thoroughly enjoyed the fine refreshments prepared by our first mates and the fellowship of enjoying each others' company.

There was an interesting sidelight. The night before the raft-up, Ron Hill called Fleet Captain Jim Heffernan from Urbanna. Jim drove Phyllis & Ron to their home in Deltaville where Emily & I joined them for Happy Hour. Later we all got together for dinner with some of Captain Jim's sailing buddies from Deltaville and North Carolina. The Heffernans had to pass on the next day's raft-up because the doctor has grounded Better to allow her recent fracture to heal. It's doing nicely now.

Emily & Charlie Copeland
CAROLINA BREEZE #633

NORTHERN BAY RAFT-UP Swan Creek June 5-6

The weekend did not start out very nice. Rain, overcast skies lasted until early afternoon. Because of this, the raft-up did not really happen. Duane and I shoved off after lunch, heading toward Swan Creek which is an easy 3+ hour sail. We ended up doing some motoring as the wind was fairly calm. This gave us a chance to play with the new autohelm Duane recently installed. (We both like it).

We dropped anchor in a fairly empty Swan Creek. Knowing that Phil and Joan Davies on *Cat's Paw* keep their boat at a marina there, we took a dinghy ride to see if they were about. No sooner did we head out there they were. They were coming to look for us as they had heard us on the radio. With some friends of theirs aboard, they tied up to us for a Happy Hour. Later, they motored around to Rock Hall for some dinner.

Duane and I settled down for a relaxing evening until . . . THE WIND STARTED BLOWING FROM THE NORTH! There was no protection. We clocked the wind speed at 15-20 knots all night. Not a good night for sleeping.

The next morning there was still a brisk breeze which got us home in no time.

Claire Maher
Whiskers 1076

SPECIAL REMINDER— 1993 Dues

"If the shoe fits—wear it". This is just a gentle reminder that some of our most reliable members, in the past, have not yet sent in their 1993 dues to our Treasurer. If you have any doubts give Bob Bierly a call at 703-451-2258.

If for some reason you really don't want to continue receiving *DOCKLINE* or being a member of Fleet 12 how about dropping a short note to Bob so the membership list will be current and accurate.

I really believe the problem was the Chinese fire drill that I called at the Spring Meeting at SAIL EXPO in Atlantic City. Most people, in the past, have paid dues at the Spring meeting but I realize this one was somewhat fractious.

Jim
Fleet Captain
First Point of Aires #389

1993 Summer Cruise Schedules

Southern Bay Cruises

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

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

Northern Bay Cruises

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

lets
go
see

Northern Bay Raft-up May 15-16 Rhode River

Planning an early arrival at the raft-up site, *Cat's Paw* spent Friday night in Whitehall Bay. The winds Saturday proved strong and just marginally wrong for the trip south to the Rhode River. We left Whitehall Bay with the intent of sailing across the bay and then making one tack for a straight shot to the Rhode River. A tanker proceeding north caused a change in plans and some extra maneuvering.

Previous to this, our sole experience as raft-up hosts was during the September weekend last year in which the remnants of tropical storm Danielle visited the area. We arrived early at the appointed place for that raft-up but no one else showed up. Naturally we were forced to consume all the munchies by ourselves (and sail back the next day into threatening skies).

We entered the Rhode River at about 2 o'clock (1400 hours or four bells for the more nautically inclined) and surveyed possible raft-up locations. We selected the most open area in the cove and anchored. This put us pretty much in a straight line with the mouth of the cove, the mouth of the river and the direction of the wind, giving the wind an unimpeded shot at us from across the bay. It was a bit choppy.

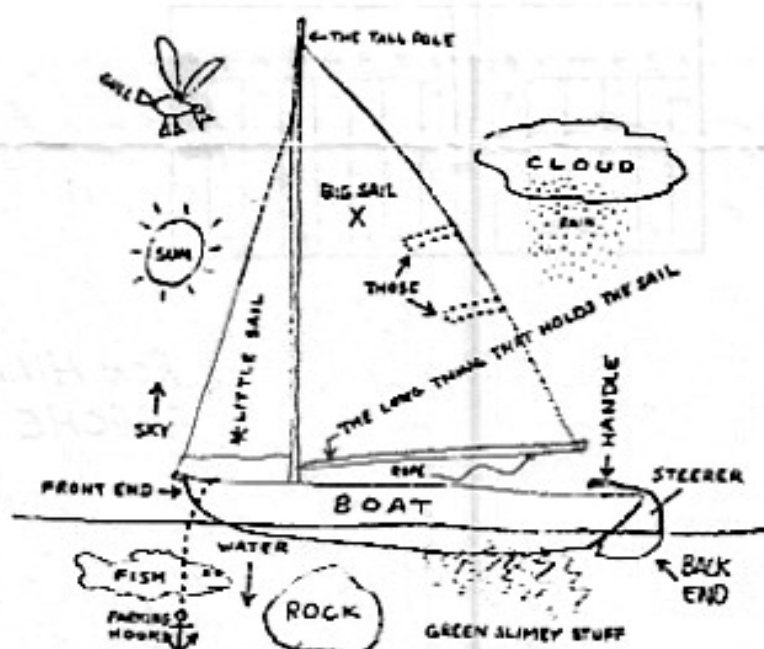
Unlike last year's experience, several boats actually joined us in the Rhode. First to arrive was *Whiskers* which declined the opportunity to actually tie-up alongside given the wind and wave conditions. Next to arrive was *Proxit*

who followed *Whiskers'* lead and anchored rather than rafting-up.

There was some maneuvering about in dinghies with Duane and Claire Maher picking up Bill and Dot Beck and joining us on *Cat's Paw* for libations. The Davies had a new Boat/US dinghy but not a serviceable outboard. They discovered that one person, alone in the dinghy using the oars is pretty much at the mercy of the wind and tide. Two people in the dinghy paddling it as a canoe can actually get to a destination with some efficiency. As Duane's motor was working, his dinghy was pressed into service.

Among the topics discussed was the use of a small, portable air conditioner in the companionway. I had followed an article in the *Mainstreet* in which someone had installed a small, Panasonic air conditioner. In the article, the air conditioner sat at a slant in the companionway. As a result, a hose had to be attached to drain condensed water into the bilge. Through much trial and error, I constructed a frame that allows the air conditioner to sit upright in the companionway. The *Mainstreet* article suggests a Panasonic model at 5,000 btu. I found that Quasar and Panasonic make the same thing. The Quasar model number is HQ2051EH. I have found that it works better along with a fan circulating air below. The unit seems adequate for evenings and nights. I'm not sure that I would count on it to keep up with mid-day heat, but I haven't tried it.

The Lambs arrived on *It's About Time* at about dusk. By then the wind had died down and the cove was quite placid. Jim Lamb had to wonder why we weren't all rafted and must have assumed some argument broke out over some finer point of sailing.



ENGINE TAC SETTINGS .

At Sail Expo in February 1993 and in the May 1993 issue of Main Sheet, the question came up regarding dip switch settings for the engine tachometer.

The Teleflex tachometer model #53936 is a programmable with 14 dip switches. This model is the standard engine tac used in most C-34 engine panels produced through Mid-1992. It is easy to spot by its flat rather than domed glass face cover. Of course, positive ID is to pull the panel and confirm the model number on the back of the instrument. Shown below are the dip switch settings of the Universal Engine models 25 and 30.

MODEL 25

1 2 3 4 5 6						1 2 3 4 5 6 7 8								
*			*			*			*		*		*	
	*	*		*	*		*	*		*	*		*	*

MODEL 30

1 2 3 4 5 6						1 2 3 4 5 6 7 8								
*			*	*		*			*		*		*	*
	*	*		*			*	*		*	*		*	*

For those of you that have changed from the standard Motorola alternator to a Balmar, Powerline, or other alternator, the dip switch settings need to be changed. The person to contact at Teleflex is Ron Kendzior, 1-(813) 355-7721, X-260. You need to provide him with the following information: Teleflex Tac model number; number of poles on the alternator; and size (in inches) of the engine and alternator pulleys. For those interested, I've included the dip switch settings for the 75 amp Balmar High Output alternator recently installed on APACHE:

BALMAR 75

1 2 3 4 5 6						1 2 3 4 5 6 7 8								
*		*			*	*			*		*		*	*
	*	*	*				*	*		*	*		*	*

*RON HILL
APACHE #788*

CATALINA 34

FLEET 12

CRAB FEAST

JULY 31, 1993

6:00 PM

SOLOMONS CRAB HOUSE

SOLOMONS, MARYLAND

COME BY CAR, COME BY BOAT

You are invited to a Crab Feast, July 31, 1993, at 6:00 pm at Solomons Crab House, Solomons, Maryland. Enclosed is a two sided menu and a brief map/chart. The menu accommodates "land lubbers" as well. Solomon's Crab House has us on their calendar.

By car: From Washington, DC and Northern Virginia, simply take Route 4 to Solomons. From Baltimore, take 301 to Route 4 and Solomons. From Annapolis, take Route 2 to Solomons.

By Water: From the Bay and the Patuxent River, enter Solomons Harbor. Head NW up Beck Creek. Holiday Inn is on your port side and you will see the dock and slips. A short easy walk to Route 4 from the Holiday Inn then north on Route 4 beside the Mobil station brings you to Solomons Crab House.

When I spoke with the Harbor Master at the dock behind Holiday Inn, he would not commit definite slip availability for us. BRIGADON will be in Beck Creek monitoring Fleet 12 incoming vessels on Channel 16 until 5:30 pm and will be at a slip behind Holiday Inn. Starting at 4:00 pm BRIGADON will have rendezvous munchies for those who arrive early. Please join us for a pre-crab feast party.

If you have any questions, please call Walt at work (301) 826-4194 or 4195. Or call Jan and Walt at home at (301) 863-9253.

We look forward to getting together again as a group so come along and join the feast and fun.

*FOG SLIP RES.
HOSPITALITY HARBOR
(410) 336-1052
Wm. GLASCOCK*

Walt and Jan Rupp,
Crab Feast Leaders

WELCOME TO SOLOMONS MARYLAND

