



FLEET CAPTAIN'S SIGNAL

Captain Dave's Miscellaneous Ramblings

The Monday after our fall meeting I was again standing in front of a group of people, but instead of promising a crab in every pot and a boat at every dock, I was telling people how big their offices would be. Someone asked how big the restrooms would be and "three feet square" almost came out of my mouth, because I was pretending I was still standing in front of you all in Urbanna Virginia, and I wasn't thinking at all about the office building floor plan I was supposed to explain. I was thinking of the Catalina 34 floor plan instead. As the business meeting went on I thought about each couple at our sailing meeting.

Jim and Betty Heffernan first greeted us as we walked in and what an interesting duo. Do you know that both Jim and Betty had their own boats when they met and they sold them both and bought the 34 together?

F.A. and Opal Bristow then came in. To me they epitomize everything that is good about Southern hospitality and graciousness. Retiring to the smoking porch, we met new members Ed and Pat Land, an interesting couple and fellow Pennsylvanians, from Lancaster. While we all stood outside we watched the Jeep parade! Len and Helga Brown, Bill and Dot Beck, and Phil

and Joan Davies all arrived in 4 wheel drive vehicles. The Beck's so new it still had temporary plates. And speaking of plates, Bob and Jane Bierty's won the best looking contest with "CMON WIND" imprinted over the Blue Ridge Mountains. Did you know that Bob and Jane have known each other since second grade?

While we gabbed on the porch De rode her new folding bike past us for a tour of the town. Someone was heard to say that all she needed was a round red nose! But she saw more of the town than anyone else! Back inside we met new members Susan and Hank Recla, a bubbly and stylish young couple. Former Catalina 27 sailors, they have already gone on a ten day cruise even though they just bought their 34 this fall.

Just before the meeting started I met some more new members, Paul and Taffy Mellen in their matching sweaters with an embroidered boat and boat name on the pocket. I will remember their name because Pittsburgh's biggest bank is Mellon Bank.

Jim Heffernan started the meeting by introducing the nominating committee, Charlie and Emily Copeland. I used to think Charlie was such a fine Southern gentleman until he nominated me! At least he redeemed himself by showing his fantastic folding companionway door with removable "glass" and built in screens. A lot of people are going to keep busy duplicating that one this winter.

Ron Hill showed us his latest modifi-

cation video and at the next morning's breakfast he gave us even more tips. I hope all the new C34 owners make a special effort to talk to Ron. Just listening to him talk will give you good ideas. If you are real nice he might let you borrow one of his videos; you can concentrate on the modifications you really need better at home. Also at breakfast we had a chance to chat a little with Art and Ann Massey, another genteel southern couple.

De talked with Jan Rupp and found out all about her latest project—knitting sweaters with her new non-electric knitting machine she can use on the boat. Always busy with different projects, I'm not sure when Janet finds the time to use it. We had the opportunity to have dinner with the Rupp's last February and find them a fascinating couple, with many unusual interests such as Jan's bug trap business.

After the meeting we met another new couple, Jim and Marlene Zeigler, another great addition to our group from Richmond. I just love their boat's name—Scheharazade—one of my favorite characters from 1001 Arabian Nights. She told a story each night which would be connected to the next night's story, because once the story would be ended she would be put to death. De thinks I tell stories without end just like Scheharazade as I do tend to go on and on!

The far Pennsylvanians, Lin and Corky Dalton from Harrisburg, and De and I from Pittsburgh were

graciously fed and sheltered Friday night at Claire and Duane Maher's house, to cut our long drive in two. Claire and Duane are wonderful hosts. Claire even gave good directions to Lin, Corky, and me to run around her neighborhood Saturday morning. We didn't get lost!

The starlit Saturday night walk past the 1775 Custom House and the 1763 Old Tobacco warehouse to the Toppide bar, and Jim Hefferman's very generous treat was a fitting end to a memorable weekend. We loved Virginia and we love this group. Many things are important for a successful club, but the most important are the people, and in this club without exception, we've got some of the finest people I've ever met. We hope to see you all in Atlantic City in February and the Solomons in March.

Sweet sailing dreams until we meet again!

Dave Ewing
Cherette #245

NORTHERN BAY CRUISES 1994

May 21 West River

Phil & Joan Davies
609-924-3047 (h)
Cat's Paw

Jun 11 Haven Harbor Marina
(Swan Creek)

Corky & Lin Dalton
717-737-6213 (h)
Windy Lin D.

Jul 16 Whitehall Creek

Duane & Claire Maher
301-570-9356 (h)
Whiskers

Aug 13 Magothy River

Bill & Dot Beck
703-250-4609 (h)
Prosit

Sep 17 Still Pond

Len & Helga Brown
301-838-5273
No Problem II

Oct 1 Baltimore Inner

Harbor Marina
Corky & Lin Dalton
717-737-6213
Windy Lin D.

If cruise captains need to make changes to the date and location of their cruise before the April DOCKLINE deadline (April 12), please call Corky Dalton.

Cancellations after that date should be handled by the individual cruise captains via phone or post card to the Northern Bay contingent.

Those in the Middle or Lower Bay who may be planning to attend a Northern Bay cruise may want to call the specific cruise captain to confirm the cruise.

Cruise captains should monitor VHF 78 beginning at noon on Saturday to give exact location of rendezvous or raft.

Corky Dalton
Windy Lin D.
Northern Bay Cruise
Leader



Middle/Southern Bay 1994 Cruises

Bob & Jane Bierly

May 21-22 Sept. 17-18

Willing to cruise Smith Creek, Yeocomico River, Hampton Hall or Mill Creek, Coan River, Great Wicomico, St. Clement's Bay (Potomac River Group-5 member boats). Hail *COMON WIND* on VHF and discuss your destination.

Ron & Phyllis Hill

July 2 & 3

For those who want to attend the DC fireworks. Cruise to Mattawomen Creek (Upper Potomac River, North of USMC Quantico)

Walt & Jan Rupp

July 2 & 3

For those who want to attend the Solomons Fireworks. Cruise to Mill Cove for the weekend. Anchor and *BRIGADOON* will ferry everyone to the fireworks.

**DIESEL ENGINE
MAINTENANCE**

We've all been told that clean, dry fuel and an oil plus filter change every 100 hours will keep your diesel running forever. That's almost correct, if you've also remembered to adjust the valves every couple of hundred hours! A periodic adjustment keeps the horsepower near the manufacturer's rating by maintaining proper valve seating. Burnt exhaust valves will kill any engine.

If you've ever owned a VW Beetle, the valve adjustment on your Universal Diesel (in comparison) is a "piece of cake." Most marine mechanics will charge between \$50 and \$100+ to do this half-hour task.

In addition to the diesel valve adjustment instructions included in your engine owners manual, I'd like to add some helpful hints. The engine must be absolutely cold, i.e., not run for 24 hours. Through the inspection port on the starboard side of the fly wheel housing, you will be able to see the fuel injection timing marks, as well as the top dead center marks stamped on the fly wheel for each cylinder. I only mention the fuel injection timing marks, e.g., "1/F1" (No. 1 cylinder Fuel Injection) so you do not confuse them with the top dead center marks, e.g., "1/TC" (No. 1 cylinder Top dead Center) used for valve adjustment.

To greatly speed up the process have two people, one turning the crankshaft by hand, while the other looks for the alignment of the timing marks. I found the easiest way to turn the crank shaft by hand is to first tightly tension the fan belt. Then rotate (clock-wise) the alternator pulley with the right hand, while simultaneously rotating the water pump pulley with your left hand.

The last item I'd like to mention is the valve cover gasket. Unlike an auto gasket, which is usually made out of cork or composite material, the Universal gasket is a rubber/plastic type material. This difference in material makes the Universal gasket reusable.

Happy adjusting,

Ron Hill
Apache, #788



SAIL EXPO 94

There was some talk at the fall meeting about Sail Expo this year. I will try to summarize what I know about the subject so far. Of the people I have heard about, most are going to go the first weekend. Some of our retired members like the Hill's and Heffernan's are going during the week. The adver-

tising section in Sail magazine says Frank Butler will speak on Sunday February 6 at 3:00 p.m. Janet Rupp is going to the fancy dinner on Saturday nite. If anyone wants to go to that party you should call Janet directly.

I would suggest that anyone who wants to go to dinner together on the first Saturday nite at a local restaurant, leave their name at the Catalina booth and that all of us check in there and try to get together.

Our spring meeting will be in Lexington Park as arranged by Janet Rupp and written about elsewhere in this newsletter, so you don't have to go to Sail Expo if you don't want to! But if you do go to Atlantic City, I'll be lookin' for you!

Cap'n Dave

MORE INFO ON SAIL EXPO:

Jan Rupp received a mailing from Catalina Yachts which provided some information on the goings on at Atlantic City. Catalina Yachts will sponsor a cocktail party on Friday, Feb. 11 (2nd weekend) from 5:30-7:30. There will be champagne, music and balloons. Sounds like fun. On Saturday a meeting room will be available for Frank Butler & Jerry Douglas to host a slide and video presentation for Catalina owners. Check at the Catalina booth for time and room location.

CATALINA 34, FLEET 12 SPRING MEETING

Saturday, March 5, 1994

1400-2000

Come one, come all to the SPRING MEETING, Saturday, March 5, 1994, from 1400 hrs until 2000 hours.

Actually we can stay in the Conference Room until 2200 hrs. when the restaurant closes. Fleet 12 will furnish the snacks, dips and soft drinks, but Maryland Law obligates us to the alcoholic beverages of the establishment. So in addition to the above mentioned, there will be beer and wine, held snugly in ice. (Does that "Feel" like an oxymoron?)

We will socialize for an hour or so, offer undivided attention to our speaker, conduct our business meeting, and break for the restaurant staff to set up the buffet.

Here are the facts concerning the Patuxent Inn group rates:

Patuxent Inn, (301) 862-4100 offers a group rate if we can guarantee 10 room reservations. The group rate will be \$45.15 (tax incl.) per room, per couple, per night.

The advantage we have in holding the Spring Meeting at the Patuxent Inn and Southridge North Restaurant is that once you park your car, you don't have to drive anywhere else after the party. The social, business meeting, buffet and lodging is in one location for very reasonable prices.

For lunch on Saturday before the Spring Meeting begins:

South on Rt. 235 in the San Souci Shopping Center there is a Mexican restaurant LA CONCINA, an oriental restaurant HUNAN DELIGHT, and an Italian restaurant PASTA PLUS. Lexington Park has a Greek restaurant, NIKO'S, in St. Mary's Square (a delightful Greek Deli with homemade food). None of the above mentioned restaurants are franchises.

As you drive south from Waldorf on Rt. 235 arriving into town you will come to Wildwood Shopping Center. Aloha Restaurant has a nice lunch menu. Coming across the bridge from Solomons to St. Mary's County on Rt. 4, you would turn RIGHT to go north to Wildwood Shopping Center. In addition, there are all the gourmet offerings on the Calvert County side of the Patuxent River, too.

Let's make our SPRING MEETING a celebration of the beginning of a new sailing season. See you at the Patuxent Inn and Southridge North Restaurant, Saturday, March 5, 1994. Catalina 34, Fleet 12 is required to make a deposit for the buffet, so please send your reservation slip from the DOCKLINE and your check in the amount of \$20 per person for the Buffet by FEBRUARY 15,

1994, to Jan or Walt Rupp, 182 Chestnut Rd., Lexington Park, Maryland 20653-9472.

Other Lodging in the Area:

If you wish to stay at the Solomons Holiday Inn, their number is (410) 326-6311. Their rooms are approximately \$71.40 per night (tax not incl.). Comfort Inn in Solomons (410)326-6303 has rooms for \$61.95 (tax incl.). Super Eight is in St. Mary's County, just a little north of Patuxent Inn on Rt. 235, (301) 862-9822. Their rooms are \$46.06 incl. tax. Four miles south the Belvedere Motel in Lexington Park, St. Mary's County, (301)863-6666. Their rooms are \$46.20 incl. tax. Senior rates are \$41.58.

See you at Southridge North Restaurant, Saturday, March 5, 1994, 1400 hrs.

Walt & Jan Rupp
(301)863-9253



SPRING MEETING

Saturday, March 5, 1994

1400-2000

SOUTHRIDGE NORTH RESTAURANT

RT. 235

CALIFORNIA, MARYLAND

(301) 862-3644

Fleet 12 Spring Meeting is at SOUTHRIDGE NORTH in the conference room assigned to us on March 5, 1994.

Buffet as follows:

GARDEN SALAD
ROLLS & BUTTER

BAKED CHICKEN
PRIME RIB AU JUS
SEAFOOD SCAMPI w/RICE
PARSLEY POTATOES

GREEN BEANS
CORN

RAINBOW SHERBERT w/cookies

\$20.00 per person



TIME TO CELEBRATE THE BEGINNING OF THE SAILING SEASON

Directions to Southridge North and to Patuxent Inn
Saturday, March 5, 1994

From whatever cardinal direction you come from, the Washington Beltway or the Baltimore Beltway seem appropriate landmarks to direct you into St Mary's County.

If you arrive from the North:

DC Beltway to Rt 4 south to Solomons. Then over the Thomas Johnson Bridge (nicknamed the Rainbow by amateur radio operators); hang a LEFT at Rt. 235. Western Steer Restaurant - landmark) to Patuxent Inn/Southridge North Restaurant on your RIGHT (7/11 on left - landmark).

Signal lights: at Rt 235/Rt. 4 at K-Mart Shopping Center Rt. 235 and at Walmart Rt. 235

If you arrive from the Baltimore (or Philadelphia/Camden) area:

I-83 or I-95 to I-695 head over I-97, then to Rt. 3, then to Rt. 4 South to Solomons across the Thomas Johnson Bridge to Rt. 235 (Western Steer - landmark), LEFT at the light to Patuxent Inn/Southridge North Restaurant on your RIGHT.

If you arrive from the south:

DC Beltway to Indian Head Hwy Rt. 210 to Accokeek. LEFT at Accokeek Rt. 373, RIGHT on Beale Hill Rd drive to end of road and turn LEFT on Rt. 228. Stay on that road arriving in Waldorf intersection with Rt. 301 Cross Rt. 301 and head south on Rt. 5 until Rt. 5 becomes Rt. 235 your landmark will be the HALF WAY HOUSE RESTAURANT. (stay on Rt. 235-DONT bear right on Rt. 5 and go into Leonardtown) Actually when you come into Waldorf and cross Rt. 301 you will remain on that roadway all the way to the Patuxent Inn and Southridge North Restaurant. It will take about 45 minutes to an hour from Waldorf to the Inn.

If you arrive from the south and want to exit the DC beltway at Rt. 301, follow Rt. 301 down to Waldorf, turn LEFT at the main intersection where the sign indicates Lexington Park and remain on that roadway all the way down to Patuxent Inn and Southridge North Restaurant. When you get to the HALF WAY HOUSE RESTAURANT on Rt. 235/Rt. 5 DONT bear right and go to Leonardtown, STAY on the road and go straight Rt. 5 becomes Rt. 235 at the Half Way House Restaurant.

Those arriving from East and West? Well, sorry, but this is a peninsula and unless you are willing to arrive by boat that early in the season, give Jan and Walt Rupp a call at (301)863-9253 and we will drive across the river to pick you up at one of the marinas and bring you across the river to the festivities.

THE GIANT SUCKING SOUND

No, it's not NAFTA. It's a Shop Vac. It makes your commissioning, maintenance and winterizing chores easier.

Do you dread the thought of draining and re-filling the engine's freshwater system? After you've followed the instructions and drained everything you could possibly get out, turn on the Shop Vac and suck the air out including the hot water tank heat exchanger.

How do you get ALL of the water out of your plumbing for the winter lay-up? Suck it out of the pumps, the head, the tanks, the hot water heater, hoses, faucets and drains.

How do you prime engine raw water pumps and air conditioning raw water cooling pumps that don't want to take a prime? Suck the water through them.

How do you get the standing water out of your bilge pump and scupper hoses for winter lay up?

Corky Dalton
WINDY LIND.

DOCKLINE Deadlines

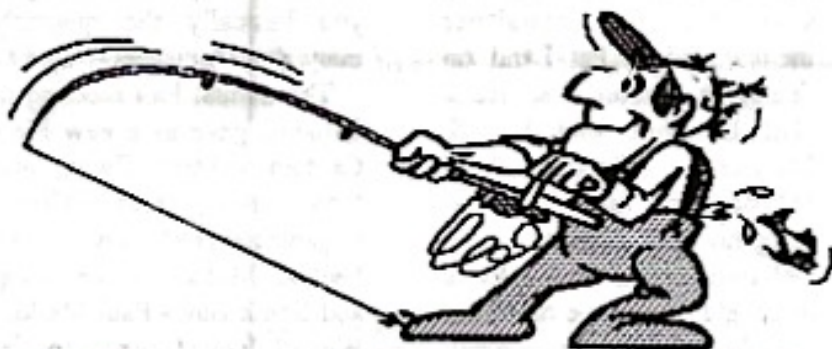
The *DOCKLINE* is published four times annually in January, April, July and October. Deadlines for articles are:

January 15, 1994

April 15, 1994

July 15, 1994

October 15, 1994



OVERWEIGHT?

This next year I may need to put my C-34 (wing keel) on "SLIMFAST". Seems *APACHE* weighed (approx) 17,500 lbs this fall at haul out! (Full fuel, crusing gear, no sails, water or items that would freeze). When you have your C-34 hauled for maintenance or bottom paint, ask the travel lift operator for the boats weight. Bring that weight number to our next meeting. Very interesting as the design weight is 12,500 lbs!

Ron Hill
(Technical Adviser)

RON'S LAWS

The difference between genius and stupidity is that genius has its limits.

In the movement toward progress, a kick in the pants sends you farther along than a friendly handshake.

Change is not always growth, just as movement is not always forward.

Minds are like parachutes—they only function when open.

Status of Fleet --- Winter 1994

After the successful Fall Meeting held in Urbanna in November 1993, the Fleet remains in sound financial condition (with about \$750 to start the New Year) and the membership is at a continuing healthy level. New members since the last newsletter include: Ed & Pat Land on Finisterre (moored at Rock Hall Landing), and Jim & Marylene Zeigler on Scheharazade (another 34 at Sting-ray harbor in Deltaville). This newsletter is directed to 35 active members of whom 17 have already paid their 1994 dues (which are indeed now due and payable to Bob Bierly, 6817 Ontario Street, Springfield, Virginia, 22152). As a reminder, dues are \$15 per year.

Members are also reminded that national dues are not included in the Fleet dues and should be directed to The National Secretary: Jon Myers, 10970 Seville Court, Garden Grove, CA, 92640. National dues are \$20 per year or \$36 for 2 years which gets you basically the quarterly magazine Mainsheet.

The annual Fall meeting in Urbanna gave us a new Fleet Captain - Dave Ewing and three new area Cruise Organizers: North Bay - Corky Dalton, MidBay - Jan Rupp and South Bay - Paul Mellon. We all look forward to the planned raft-ups for the 1994 cruising season. I continue as Secretary/Treasurer and Claire Maher continues as newsletter editor.

If winter boredom takes you marina lurking and you

run across new Catalina 34 owners, please get me their names and addresses so I can contact them about membership. This past year has yielded a growing number of interested new owners who are now members. With the economy improving, it would not be surprising to see more potential sailors beginning or returning to sailing. If we can help, we certainly should, and it makes the Fleet stronger and more vital in the process.

See you at the winter meeting in Lexington Park, Md.

Bob Bierly
Secretary/Treasurer
C'Mon Wind
#913

