



## FLEET CAPTAIN'S SIGNAL

# C

aptain Dave's

Miscellaneous  
Ramblings and Spring  
'94 Meeting Report

It is now the Monday after our wonderful Spring meeting and I have been trying to write specifications for a gymnasium, but as you might have guessed, I'm finding more fun writing about all of us! I was amazed to learn that even our southerners had a hard winter with ice and snow and trees broken in two south of Annapolis all the way to the Solomons.

Maybe everybody was happy to see everybody because it signaled the end of our winter of discontent. Only Corky was disappointed as he said he enjoyed making snow sculptures out of the six foot high snow piles on each side of his driveway!

We again greeted each other with hugs and warm welcomes. As De compared deadline headaches of publishing with Dot Beck, and I greeted former new members Hank and Susan Recla who now fit in as old hands, I noticed past members Pat and Howard Butz come in. They have not been active for a couple of years so it was nice to see them again.

Then we met Robert and Sharon Mack for the first time! They have been members for several years but this was their first meeting. (Hope we didn't scare them off!) Two

brand new members were there. Bill and Suzanne Brown (from Lancaster Pa.) bought a 34 in Long Island, New York and are bringing it down through Hells Gate (watch that 6 knot current) to the Chesapeake. That should be a great trip! Suzanne is originally an English teacher so she better write a story about their adventures. Bill and Kelli Wiltshire have been sailing their 34 around the Hampton Va. area, but both will be training for a year in D.C. so they are moving their boat to the Mayo Peninsula. We'll look for "Willit" at our first Northern Bay raftup on May 28, as they should be real close.

Overheard at our social hour was Jim and Betty Heffernan's plans to move back to North Carolina. The builders have just started work on their new house. They will still sail and socialize with us though! Another move, but not until '95, involves Phil and Joan Davies. They are going to keep their boat on Long Island Sound for the summer of '95. It's the same distance from their home as Rock Hall! The Davies also traveled farther to this meeting at Lexington Park than we did from Pittsburgh! Bet you didn't know New Jersey was that long! The final gossip overheard was that of Len and Helga discussing their Sunday appointment to look at a trawler! When taken to task they insisted that even if the impossible would happen, they would still raft up with us.

We reluctantly stopped talking long enough for our speaker Kenneth Kaunmeyer, Curator of Estaurine

Biology at the Calvert Marine Museum to give a fascinating talk and slide show about the bottom of the Bay. The sea animals that can change their sex at will was especially interesting to many (nameless) members!

Then we had a short break and I enjoyed hearing Ron Hill and F.A. Bristow talk about airplanes. Both Ron and F.A. seem to know this kind of stuff! And speaking of planes, I was interested to learn that Walt Rupp's work involves the new experimental vertical takeoff plane. And did you know that the only thing Walt likes as much as boats is ham radio?

It was then time for the business meeting and Walt suggested that everybody introduce themselves and then ask a question that could be answered with the collective knowledge of the assembled multitude. We learned lots of good stuff! De wanted to know how to get me cook on the boat the way I do at home. (A lot of the women wanted to know the answer to that one.) I suggested that buying gadgets, such as a pressure cooker or food processor, was the way to any man's heart! Phyllis Hill said they intended to pay off their boat this year so Ron was really going to start buying gadgets! (Do you mean there is anything left Ron could do to your boat?) Ann Massey's question was how to get Art to install a towel rod. Art's claim to fame is that he has the only original boat with absolutely no modifications! We then discussed Charley Copeland's dedicated battery



bank—two units dedicated to Emily's color TV! Lin Dalton wanted to know how to make her fleet 12 burgee white again. No one knew although several people made comments on how snow gets to be yellow! It finally came out that the original nestrick Corky, had washed his flag with bleach! Let that be a lesson to the rest of us to leave well enough alone.

We then had reports (this was supposed to be a business meeting) starting with Bob Bierly's treasurer's report. The treasury is healthy as is the membership. We all really really appreciate Bob's good work as treasurer, a job he has been happy to do from the very beginning of our fleet. He also sends out newsletters to prospective members. We all give you three cheers! We cheer you too Jane for figuring how to put "Cmon wind" on both of your car's license plates!

Finally, it was dinner time. Walt gave a wonderful "Blessing of the Fleet" to start us off. The food was wonderful! The candy baskets with sailboats at each person's place was a neat idea. Walt and Jan worked a long time on that one. Jan, we all give you a great big thanks for putting together the meeting and dinner. You have been newsletter publisher, Captain (Commandable), meeting organizer twice, and now National Treasurer. You are really important to the success of our fleet. Thank you. After dinner the socializing continued as many bottles of wine were brought out. I tried to collect the money and was soon hopelessly ensnared. Just then Dot Beck the budget maker took the collection away from me and paid for everything. Well I never said I was a numbers person!

When I started this story I didn't think I would again be able to mention everybody, but everybody is so nice and interesting it was no trouble. But I'm not done yet. I've known all along that the Maher's haven't been mentioned! There have been articles written that one of the most important things to keeping a social organization healthy is a regularly published newsletter. Claire and Duane are regular! Claire puts everything together and Duane makes the computer software work, and together they mail it out. In short they do a lot of work and we owe them both a big thanks!

Now I'd like to brag a little. In Pittsburgh

the Carnegie Museum opened a new gallery to show Architectural drawings. The Heinz Architectural Gallery. One of the first exhibits (after Frank Lloyd Wright) was a selection of 40 projects of Pittsburgh Architects. My firm had a project, a Dodge dealership we designed, selected for display. The grand opening party with all the Architects, Politicians, etc., present, was the very same weekend as our fleet meeting. As you know I came to the Fleet 12 meeting. Not for one second did I think of being anywhere than with you all!

See you on the water!

Cap'n Dave



## SAIL EXPO 94

De and I were happy to exit Pittsburgh at about 1300. It's been a long hard winter. Although the turnpike through the mountains was slushy and sloppy, and the ground around Harrisburg like a frozen lake, the trip was great compared to last year when we had to drive through a horrendous snowstorm!

Our happiness was shattered as we arrived in Philadelphia on the Schuylkill Expressway just at rush hour! As we pulled to a stop De said "doesn't that car next to us look like Corky and Lin's?" We rolled down the salty window to get a better look just as Corky and Lin did the same. What a coincidence to meet someone in a traffic jam 250 miles from home! We carried on a conversation as we slowly moved toward Philadelphia!

We finally arrived at Sail Expo 94 and a fine time was had by all! We saw Jan Rupp at the sewage seminar and she said she and Walt were going to the banquet that night. (I heard from her later that it was over-priced but an experience that everyone should have, once a life!) We saw Helga and Len and Joan and Phil at the show and along with Lin and Corky we all had dinner together that night at Caesars Pasta Pavilion. My daughter Jackie with her new boyfriend Allen came over from Marlton New Jersey and joined us for dinner. They are both in a medical residency, so the talk at my end of the table with Joan, who is a nurse practitioner, and Helga, who is an operating room assistant, was all medical. After dinner we adjourned to the gaming tables where I lost my \$10 limit on the poker machines!

I have saved the best for last! The most outstanding moment of the whole show occurred shortly after we arrived Saturday morning. I had just remarked to De and Lin that none of the sails on any of the boats were hoisted. Just then the public address system started to play music. What was the tune? Oh my! The Star Spangled Banner! Just then all the sails on all the boats and the American Flag on top of the centerpiece boat "Hunters Child" were all raised in unison! Everybody in the entire hall was transfixed. The hairs on all our necks were raised with the raising sails while silence overtook the hall as the last stirring strains of music echoed from the rafters! Now, I have never been a flag waving zealot, but as I stood there I was overcome with emotion, feeling the music, the sails, and the flag. And I was proud to live in this country where this all was allowed to happen.

Captain Dave.



**Middle/Southern  
Bay 1994 Cruises**

**NORTHERN BAY CRUISES 1994**

**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 *CMON WIND* on VHF  
and discuss your destination.

**Ron & Phyllis Hill**  
July 2 & 3  
For those who want to attend the  
DC fireworks. Cruise to Matta-  
women Creek (Upper Potomac  
River, North of USMC Quantico)

**Wait & Jan Rupp**  
July 2 & 3  
For those who want to attend the  
Solomons Fireworks. Cruise to Mill  
Cove for the weekend. Anchor and

**May 28 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)  
*Prasit*

**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 indivi-  
dual 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



**Hagar the Horrible**

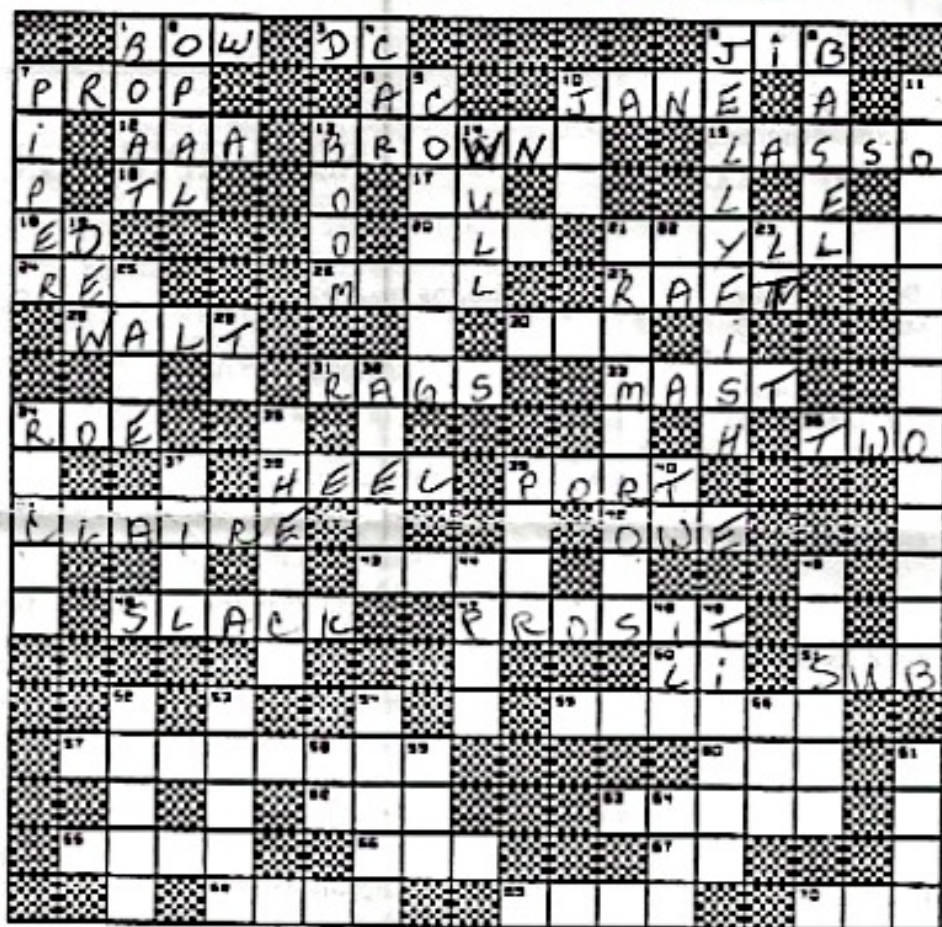




This puzzle has been personalized for our Fleet 12 members. Use the updated roster to help solve some of the answers.

Lin Dalton  
Windy Lin D.

Answer on page 7



ACROSS CLUES

- 1. Boat front
- 2. Potomac city
- 3. A sail
- 4. 2 or 3 bladed
- 5. A windscoop is a sailor's
- 6. Fleet treasurer's first mate
- 7. Boat U.S., auto counterpart
- 8. Fleet couples with same surname
- 9. How to rope a piling
- 10. Initials of Chardonnay II's captain
- 11. Homonym for boat paddle
- 12. Skipper Land's given name
- 13. Beer container
- 14. Apache princess
- 15. Nun color
- 16. A sail
- 17. Attached boats
- 18. Commodore's captain
- 19. Mack's hull # (Roman numeral)
- 20. Annapolis sailing publication
- 21. Vertical spar
- 22. Fish eggs
- 23. Number of sails on a sloop
- 24. Boat tilt
- 25. Left-facing front
- 26. Editor
- 27. Mortgage
- 28. Ron lives a life of thjs. water, no current
- 29. Toast boat
- 30. Long Island (abbr.)
- 31. Underwater boat
- 32. Bill's & Kelli's boat
- 33. Haven Harbor feline
- 34. Harsh chemical for cleaning teak
- 35. A definite article
- 36. What a helmsman does
- 37. Last digit of No Problem II's hull #
- 38. Tide receding
- 39. Homonym for ore
- 40. Very close
- 41. To put things away
- 42. He moved again!

DOWN CLUES

- 1. F.A.'s toy
- 2. F.A.'s gem
- 3. Traveler carriage
- 4. Perennial Bay stinger
- 5. Galley herb
- 6. Hull #1074 without the sand
- 7. Topic of most frequently asked question at our last meeting
- 8. Florida sail company
- 9. Eschscholc Bay dweller
- 10. Horizontal spar
- 11. Dock bird
- 12. Covers boats in the morning
- 13. Main course at Southridge North restaurant (plural)
- 14. Funny sound
- 15. Low tide (abbr.)
- 16. Fleet captain
- 17. Charlie has lots of batteries for Emily's
- 18. Homonym for small island
- 19. Bay-Tripper captain's surname
- 20. What turned Corky's burgee yellow
- 21. Catalina 34' technical guru
- 22. A dock
- 23. Homonym for 36 ACROSS
- 24. Any boat pole
- 25. AC/DC shellfish
- 26. Seasick
- 27. Steering spar
- 28. National "treasure"
- 29. What Bierly tells the wind
- 30. Homonym for mar
- 31. A kind of splice
- 32. J.F.K.'s boat, \_ \_ 109
- 33. Like a net
- 34. Steering place
- 35. Needed when no wind or power



**BAY FEVER**

We must go down to the Bay again  
To the lonely Bay and the sky.  
And all we need is a Fleet 12 Flag,  
A burgee to steer us by.

We'll follow the Hills' APACHE, then  
The Rapps' dear BRIGADOON.  
FIRST POINT OF ARIES will fall in line,  
Unless Heffernans moved to the moon.

Here, with a bike, comes our captain's sloop,  
Dave and De's CHERETTE.  
FA's TOY will be the next  
Thirty-four to get its bow wet.

Bob and Jane in C'MON WIND  
Have new covers on everything loose.  
CAROLINA BREEZE with five batteries  
Can give any sailor a boost.

Bill and Dot Beck of Herring Bay  
On PROSIT, pretty as a flower,  
Then Corky and Lin on the WINDY LIND,  
With a brand new walk-in shower.

IT'S ABOUT TIME for Jim and Mary Ann  
And their kids to join the group.  
Then Duane and Claire in WHISKERS, who seek  
More stories about this troop.

The Davies come next, sailing aboard  
CAT'S PAW, #866.  
They've come from Princeton, NJ to join  
This group of sailing freaks.

UPON A STAR is next to go out.  
Macks sail from Magothy River.  
ROUGH DRAFT will follow, the Weavers in charge,  
Ready to sail forever.

The Harbins on MARY CATHERINE II  
Whose table folds down, so cool!  
Then Hank and Susan Recla aboard  
BAY TRIPPER, with collapsible pool.

NO PROBLEM II, with Helga and Len  
Slips out of Middle River.  
And out of Rock Hall come Ed and Pat.  
They all have caught Bay Fever.

The Mellens come from Hampton on TALISMAN  
Join the line of C34s.  
And SUMMERFIRE, with McKimens on deck,  
Sets sail upon the course.

Dennis, who sails the BEAUTIFUL DREAMER,  
WINTER MOON, with Diana and Gus,  
The Willskires on Willet from Mayo, West River,  
Will all hoist sail and join us.

Howard and Pat, Bill and Suzanne,  
TRANQUILITY, ODYSSEY, ESPRIT,  
Richard and Ann, Connie and Mark  
Will point themselves to the sea.

The Zeiglers on SCHEHARAZADE,  
The Esters on SALTY DISH,  
DREAMWORKER with Al and Cyndi Blank,  
To sail, perchance to fish.

Next SHENANDOAH, then CHARDONNAY,  
And WINDSTAR and STORMALONG.  
CARISTA next, and SANDPIPER last.  
Something has gone wrong.

Art wanted to rebuild the boat  
From forestay to the back.  
But all he could add without Ron's help  
Was another towel rack.

From Havre de Grace to Hampton Roads  
The Fleet 12 burgees fly.  
We will meet and crabs we'll eat  
At Solomons, the Fourth of July.

We must go down to the Bay again,  
To the lonely Bay and the sky.  
But it's not lonely there. The winds are fair.  
Sailors never lie.

Ann Massey  
Sandpiper #1074

## NOTHING VENTURED, NOTHING GAINED!

This Spring, I decided that Apache's salon curtains were grubby and dirty after five years and that I had to do something with them for the upcoming season. I recalled that one of the other Fleet 12 wives told me the curtains were supposed to be dry cleaned only and that it was quite expensive because of the many pleats. I decided that the off white heavy cotton material was similar to that on our previous boat. I had successfully washed those curtains several times so I decided "Nothing ventured, nothing gained!"

I took the curtains home, filled the wash machine with hot water, Tide, and bleach. As the curtains were being sucked into the water, I spotted a care label. Sure enough, it said, "Dry clean only!" I almost lost my nerve, but decided if they fall apart or look awful I'll just have to make new ones.

The curtains didn't look too good wet, but I put them in the dryer on low heat. I didn't dry them completely so I could iron them damp. It was easy to see where the pleats had been. Ironing them was not difficult, just time consuming. I did not iron the hems

completely dry as I did not want to risk melting the plastic slides with a hot iron set on cotton. Also I thought if they had shrunk I could stretch them to fit and let them dry on the windows. I needn't have worried. They did not shrink. Perhaps the ironing would have gone faster if I had dried them more and steam ironed the pleats.

Putting the curtains back up proved to be a Chinese puzzle. Next time I will devise some way to mark which panel goes where. Each panel fit a specific place and I had not noticed the way the tracks curve and differ slightly in height and length. Maybe next time I'll use a permanent laundry marker on the inside hem where it won't show when the curtains are back where they belong.

The bottom line is that the curtains did not fall apart or shrink and they look fine. The pleats are just as crisp as before, the dirt, sun streaks, and mildew spots are gone, and "Captain Clean" (Ron) is happy with the result of my efforts!

PHYLLIS HILL  
APACHE, #788

## DID YOU KNOW?

**"FAN" BELT**—If you installed a high output alternator, consider upping the size of your drive belt. The increase to 7/16" from 3/8" will help take the strain of generating the additional amps. A Gates brand 7/16" #7395 from an automotive store will fit.

**COOLANT HOSE REPLACEMENT**—The 1" diameter 5 or 6" long hose coming out of the engine water (coolant) pump has a factor formed 90 degree bend. Instead of the \$14 Universal hose, I found twin replacement Track Auto hose #70637 for \$2.75.

**PACKING GLAND**—When you replace the three rings of packing, cut the ends at 45 degrees rather than 90 degrees. This gives a better joint than abutting them.

**PROP PERFORMANCE**—I would have written another article on this topic, but I didn't want to get "LAM(B)BASTED!"

**OVERHEAD HATCH SQUEAL**  
Do you have that tired, depressed feeling? Is that overhead companionway hatch squeak getting you down? Watch for the solution in the next edition of the DOCKLINE. It's much simpler than the factory recommendation which starts with "Remove the hatch!"

Ron Hill  
APACHE #788



CATALINA 34, FLEET 12

CRAB FEAST

Saturday, July 2, 1994  
 Pre-Crab Feast Dock Party Under the Trees

Starting Early Afternoon  
 Solomons Crab House Feast  
 6:00 P.M.

Solomons, Maryland

You are invited to a Crab Feast, July 2, 1994, at 6:00 p.m. at Solomons Crab House, Solomons, Maryland. Partial menu for the feast for seafood lovers as well as landlubbers is included in this newsletter. Solomons Crab House has us on their calendar. Let's make this as great a get-together as it was last year.

By car: From Washington, DC, beltway take Route 4 to Solomons. From Northern Virginia take Route 210, Indian Head Highway, to Accokeek (Rt. 373), to Beale Hill Rd., at the end of the road turn left and go through Waldorf crossing Rt. 301 heading south on Rt. 5. Rt. 5 becomes Rt. 235 (landmark is Western Steer Restaurant) and turn left to go over the bridge into Solomons. Across the bridge head north for about a mile and turn right at the Mobil gas station. The crab house is next to the Mobil gas station and the gas station is right next to the entrance to Holiday Inn.

By Boat: From the Bay and the Patuxent River, enter Solomons Harbor. Head NW

up Back Creek. Holiday Inn is on your portside and you will see the dock and slips or you will see our Catalinas rafted in the creek near Hospitality Harbor. There is a floating dinghy dock at Hospitality Harbor. A short easy walk to Route 4 from the Holiday Inn then north brings you to the Mobil station and next to the gas station is Solomons Crab House.

When I spoke with the Harbor Master at Hospitality Harbor behind Holiday Inn he would not commit to dock space for us. This is a holiday weekend and there are going to be competitors for "D" dock slips. I talked with several people asking whether or not anchoring out would be suitable to them, and they gave me a favorable answer. So if dock space is not available, rafting is fun. Hospitality Harbor has a floating dock to which we can tie our dinghies. We can compete with others for "forest floor" space under the trees rather than have a dock party in the boiling sun like last year.

Walt and I will have munchies, wine, and soft drinks like we did last year. So one and all, by car or by yacht, attend the pre-crab feast dock party under

the canopy of shade trees in back of Holiday Inn starting early in the afternoon.

If any questions, please call Walt or Jan at home (301) 863-9253. For slip reservations: Hospitality Harbor (410)326-1052, Wm. Glascock, harbor-master. Be aware that you may not obtain a slip because of heavy demand on the marina this busy weekend.

Jan Rupp  
 Brigadoon





# CHECK THE CHALKBOARD FOR SPECIALS



# MARYLAND STEAMED CRABS PRICED DAILY

## DINNERS

<i>Fried or Broiled</i>		<i>Steamed</i>	
Shrimp Basket (27)	\$ 5.99	Snow Crab Legs (13) (1 lb.)	Market Price
Clams (28)	\$ 7.99	Snow Crab Legs (21) (2 lbs.)	Price
1 Crab Cake (4)	\$ 7.59	Cherrystones (20) (20)	\$10.20
2 Crab Cakes (28)	\$12.99	Spiced Shrimp (14) (1/2 lb.)	\$ 8.20
1 Soft Shell Crab* (11)	\$ 6.60	Spiced Shrimp (22) (1lb.)	\$13.60
2 Soft Shell Crabs* (12)	\$10.99	Lobster (23)	\$22.99
Fillet of Flounder or Trout (19)	\$ 7.99		
Stuffed Flounder or Trout (22)	\$13.49		
Oysters* (7)	\$ 8.00		
Scallops (24)	\$10.99		
5 Jumbo Shrimp (10)	\$11.60		
Seafood Combination (8)	\$15.80		
<i>(shrimp, scallops, fish, clams, oysters*, crabcake)</i>			
Fish & Chips Basket (23)	\$ 4.59		
<i>(includes fries &amp; two Hush Puppies)</i>			

## FOR THE LAND LUBBER

1 lb T-Bone Steak (18)	\$10.60
Bar-B-Que Ribs (1/2 rack) (24)	\$ 7.00
Bar-B-Que Ribs (full rack) (19)	\$13.00
Fried Chicken (25) (2 pcs)	\$ 4.99
Fried Chicken (26) (4 pcs)	\$ 6.99
Surf and Turf (27)	\$24.99
<i>(8 oz. lobster/steak OR 2 lb crab legs/steak OR 1 1/2 lb shrimp/steak)</i>	

## OUR HOUSE SPECIALTY

Steamed Seafood Combination (18) (1/2 lb. shrimp, 6 scallops, 4 clams, 1 lb. snow crab legs, 2 crabs, 4 oysters*)	\$27.99
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All dinners served with 2 Hush Puppies and choice of two vegetables:  
Applesauce, Green Beans, Potato Salad, Cole Slaw, French Fries, Macaroni and Cheese

## A LA CARTE

<i>Fried or Broiled</i>		<i>Steamed</i>	
Crab Cake (34)	\$ 4.99	Oysters* (45) (dozen - raw or steamed)	\$ 6.60
Clams (35)	\$ 6.99	Cherrystones (42) (dozen - raw or steamed)	\$ 7.00
Fried Clam Basket (30)	\$ 4.99	Cherrystones (34) (1/2 dozen - raw or steamed)	\$ 3.50
5 Jumbo Shrimp (26)	\$ 9.99	Crab Legs (27) (1 lb.)	Market Price
Oysters* (38)	\$ 7.80	Spiced Shrimp (43) (1/2 lb.)	\$ 6.99
Scallops (39)	\$ 9.99	Spiced Shrimp (44) (1 lb.)	\$11.80
Soft Shell Crab* (40)	\$ 4.99	Bar-B-Que Ribs (36) (1/2 rack)	\$ 5.60
		Bar-B-Que Ribs (39) (full rack)	\$10.99

## SANDWICHES

## SIDE ORDERS

*Served with your choice of: Lettuce, tomato, cheese, onions, mayonnaise, mustard, catsup, tartar sauce, slaw, hot sauce*

Fish (Flounder or Trout) (46)	\$ 5.25
Crab Cake (50)	\$ 6.20
Soft Shell Crab* (54)	\$ 5.20
Oyster* (53)	\$ 4.99
Hamburger (51)	\$ 2.60
Cheeseburger (49)	\$ 3.60
Hot Dog (52)	\$ 1.60
Grilled Cheese (47)	\$ 1.20
Deep Fried Chicken Breast (48)	\$ 5.60

*All sandwiches served with chips and pickles.*

Seasoned Fries (41)	\$ 1.20
French Fries (27)	\$ .95
Onion Rings (23)	\$ 1.20
5 Hush Puppies (25)	\$ .95
10 Hush Puppies (24)	\$ 1.20
Tossed Salad (25)	\$ 1.60
Macaroni & Cheese (31)	\$ 1.20
Cole Slaw (28)	\$ .95
Potato Salad (21)	\$ .95
Green Beans (22)	\$ .95
Applesauce (19)	\$ .95
Corn on the Cob* (31)	\$ 1.00

\* Various items on our menu are available subject to seasonal supply.  
Our menu is not cast in stone. Items and prices subject to change without notice.

F.P. Crisp  
2011/07/23/20



Know-how

## JACKLINES FOR SAFETY ON DECK

*Many sailors own safety harnesses, but few boats carry the jacklines that allow them to be used effectively. Chris Kulczycki shows how to install jacklines*

**Hooking onto a jackline makes you much more secure when working on deck. The jackline shown below is straight and snug; too much slack can be dangerous**

Most sailors worry about losing their vessel in a collision with a floating object or in heavy weather. But there's another way to lose a boat that's even more frightening than sinking—by falling off it. Of course, in most instances the crew will simply haul the swimming sailor back aboard like a trophy fish. But if you should fall overboard at night, when you are alone on deck with the engine running and your mate is asleep in the forecabin, or in heavy weather, what are your chances of being rescued—that your crew

will even realize that you are treading water somewhere in their wake?

This is why prudent sailors wear a safety harness at night, when alone on deck, and in heavy weather. The harness's lanyard should be clipped to strong jacklines that run fore and aft along a boat's side decks, as the photo below shows. But many production boats are not equipped with jacklines. If your boat does not have them, here is how you can install these simple, inexpensive, and all-important safety devices.

### ■ Line for jacklines

Jacklines are usually made from plastic-coated stainless-steel wire of the type used for lifelines (Photo 2). Plastic-coated wire won't scratch the gelcoat, resists kinking, and a harness-lanyard carabiner slides easily along it. The wire should be  $\frac{1}{4}$  inch in diameter ( $\frac{3}{8}$  inch including the plastic); it can be either 7x7 (seven strands of seven wires each) or 1x19 (19 strands of one wire each).

One of the problems with wire jacklines is that they tend to roll when you step on them; it wouldn't do to fall overboard because you slipped on your jackline. Another problem with wire is that the terminals required to attach it tend to chip the deck. Wire, however, is strong and durable, so if you spend most of your sailing time offshore, it's a good choice.

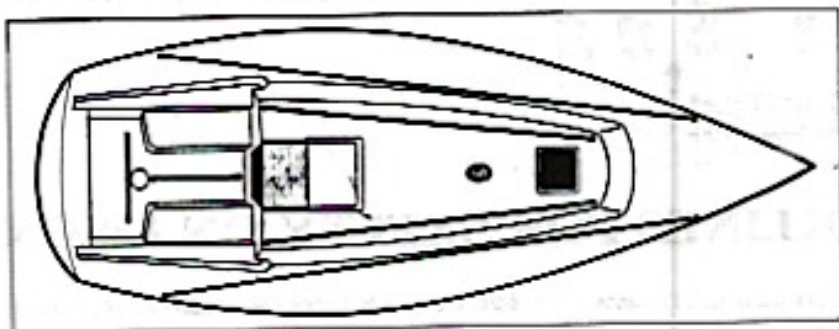
An alternative to wire is 1-inch flat nylon webbing (Photo 3). It has the advantage of not rolling underfoot, it's easy to install (you simply tie a knot), and it's inexpensive (about 25 cents per foot). Only the type of webbing intended for rock climbing should be used for jacklines; to be safe, purchase it from a climbing shop or catalogue. Brightly colored nylon webbing is easy to see when you need to clip on in a hurry, but the dark colors seem to last longer when they are exposed to sunlight. Since nylon webbing doesn't hold up well in sunlight, it must be replaced regularly, at least once a year. Its other disadvantage is that it chafes easily, so it must be inspected frequently.

If you sail at night or offshore only rarely, you can rig temporary jacklines by running taut  $\frac{1}{2}$ -inch lines from the bow cleats to the



Photograph by Chris Kulczycki





**Figure 1:** Suggested jackline locations, along the deck and top of deckhouse, as shown; the cockpit-side jackline would be used additionally in any boat with a wide cockpit.

aft cleats. This is not the most elegant or permanent solution, but it is easy and inexpensive.

### ■ Location is everything

Before you start installing your new jacklines, consider where they should run. You must be able to clip the jacklines while still in the cockpit and, if possible, while standing in the companionway. The jacklines should run

on the same side of the shrouds and genoa tracks that you use when going forward, so you don't need to clip around them, unhooking and re-attaching forward. To minimize the chance of wire or line rolling underfoot, they should, if possible, run in the angle formed by the deck and the house sides (Fig. 1). You'll need to keep the wire fairly tight to help it stay in this location. Some sailors even use turnbuckles to keep jacklines tight,

**Photo 2:** This padeye has a wide base and large fasteners and can be strongly backed. The wire terminal needs to be taped to prevent gelcoat damage.

but that's going overboard.

Another possible location for jacklines is on the cabin top, where they'll be harder to trip over and easier to clip onto. Boats with large cockpits may require a jackline in the cockpit.

### ■ Padeyes and terminals

Jacklines are usually attached to deck-mounted padeyes (Photo 2). Padeyes can be eliminated by attaching the jacklines to the stemhead fitting, cleats, or other sturdy fittings, though these are often in a less-than-ideal location. Site padeyes so they won't be underfoot when you go forward on the foredeck. Never attach lifelines to the stanchions or stanchion bases.



"It's two 1040 tax forms."



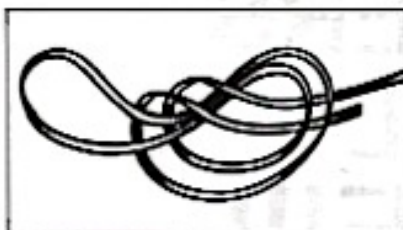


Figure 2: The simple water knot, favored by climbers, is an effective way to tie nylon webbing to a cleat or padeye

Because your deck is probably foam- or balsa-cored where you'll mount the padeyes, it's important to spread the padeye's load over as large an area as possible. Start by selecting padeyes that have a large baseplate and are drilled to accept at least four 3/8-inch bolts or two 1/2-inch bolts. Make a backing plate at least twice as large as the padeye. The backing plate can be fabricated from sheet aluminum or 1/2-inch plywood. Drill holes

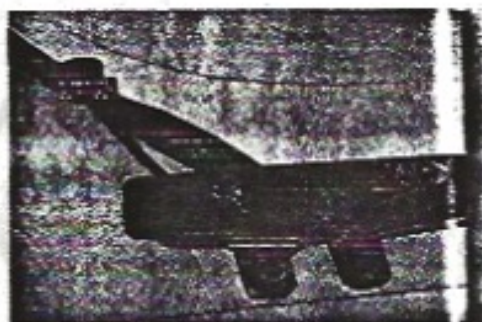


Photo 3: Nylon webbing is inexpensive, lies flat, and is easily installed. Since it degrades in sunlight, you may want to untie and store it when not in use; otherwise, you should replace it annually

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for the bolts, and bed the baseplate and bolts in marine caulk before fastening them down.

Wire jacklines require swaged or mechanical compression terminals to attach them to the deck fittings. You can pay a rigging shop to install swaged terminals of the type used on standing rigging, or you can install your own Nicopress swages and thimbles. Another option is to install Sta-Loc or Norseman compression terminals; these are very reliable and require only a couple of wrenches to install.

Before you cut the wires, measure their run accurately and take the length of the shackles (if any) into account. Remember, jacklines should be fairly tight. After installation, wrap the terminals with rigging tape or fit them with plastic or leather turnbuckle covers so they don't scratch your deck.

Flat webbing jacklines (Photo 3) can be simply tied to the padeyes or other deck fittings. Several knots work well in webbing, but the "water knot" (Fig. 2) is favored by rock climbers, who use a great deal of nylon webbing. Or you could have a sailmaker sew loops into the ends of the webbing for a neater installation.

Now that your jacklines are in place, use them often. Always clip in before leaving the cockpit—in heavy weather clip in even if you don't plan to leave the cockpit—and always clip to the windward line.



Chris Kulczycki recently returned from a safe passage from Virginia to Bermuda aboard his Hallberg Rassy 31, Atlantic Puffin.



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