



FLEET CAPTAIN'S SIGNAL

Captain Dave's
Miscellaneous
Rambings

ODE TO A CAT

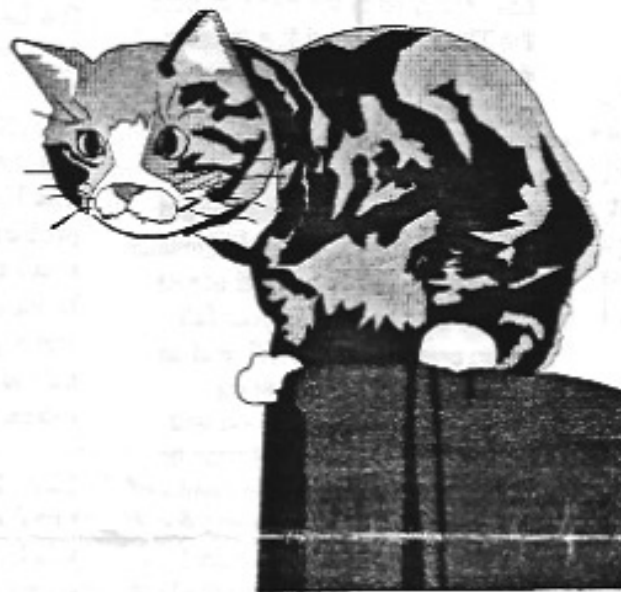
When Claire called to remind me to get my article in for the news-letter, I was not at the boat as she thought, but in the side yard burying the cat.

Some of you remember old Skeeter from this summer when he sailed with us. I remember when, as a kitten, he slept on my head at night.

My favorite couch corner was also his, usually on me. I always knew exactly what he wanted—open the door to the deck, more food, more water, clean the litter box. He even could tell me which brand of food he wanted each day. But all things must pass.

One the way back

from the vet with the cat-in-the-box, we came upon a funeral procession. We got in line and followed along. As we drove we wondered if a cat has a soul, and if so,



was his in cat heaven.

I dug the hole deep as the Vet had instructed, and then placed rocks on the box. You don't want a floater, as those of you who have read John Irving's "Hotel New Hampshire" remember. "Trouble floats." We then planted a young

pine in the hole—may it grow strong and tall. I'm glad we gave Skeeter a chance to be on the boat this summer; he really did seem to enjoy it and I'm glad we shared it with him. The most important thing for us, as well as cats, is being on the boat.

But now the season is ending. What to do... what to do.

There is one wonderful event coming up, and that is our Annual Fall Meeting on November 4th at Herrington Harbor South. Bill and Dot have been doing a wonderful job

planning this event, so if you need a sailing fix to last the winter through, come on out. We will have socializing, with a fine speaker, our annual election, a wonderful dinner and great friends. I'll be lookin' for ya.

—Cap'n Dave

A HEART OR WATER PUMPING STORY?

Just as we were rounding Green #5 in the Rhodes River on our way to anchor behind Big Island, Bay-Tripper let out with a loud squeal. Our helmsman, Chris, shrieked "smoke-fire in the cabin". Quickly shutting down all systems, he diligently manned the fire extinguisher as I (his humble crew member Hank) dropped the hook. What was cooking? One fresh water pump- well done- with a side dish of sizzling fan belt.

Actually the bearings of the pump routed out seizing the pump. The fan belt fried before I could stop the engine. Talk about stink. So what's the big deal? Try to find a new one. After about 20 tries to various marinas throughout the area, I finally called Westerbeke in Norfolk and asked where I could get one. Their answer, "Sorry, since this item fails so few times, we don't distribute them, but it can be ordered from the factory and mailed directly to a convenient location of your choice." They also informed me that these pumps cannot be rebuilt. Believe me, I tried. Lucky for us that our friend John, owner of our previous boat, was on his way to meet us in the Rhodes and gave us a tow home. Oh, by the way, the Westerbeke number is 1-800-548-6252.

Hank & Susan Recla
Bay-Tripper #954

FALL 1995

The Fleet is healthy as we get ready to celebrate completion of another summer of sailing adventures (at Herrington Harbor) and to reorganize for 1996. This Newsletter is addressed to 31 paid members, including our newest additions: Ron and Jane Thompson, whose boat *NEW HORIZONS* (# ???) is kept in Annapolis. The Thompsons live in Pittsburgh. Maybe they can carpool with Dave and De. Also, charter members F.A. and Opal Bristow have returned to the roles. In both the Thompson's and F.A.'s cases the reason they are in the fleet is because members talked to them and brought them in.

So, to keep our Fleet healthy and active, please send me any Catalina 34 owners' names you run across (NOT INTO) during your fall layup preparations. I will mail an invitation or send recruiting information to them, if you will provide the name and address or phone number. So far the results of the boat show are not in, so I do not know if we will get some prospects there or not. But the boat show made one thing clear -There is no Catalina 34 for the second year in a row. Our membership is now dependent solely on new owners of resold boats. Hope to see you all at Herrington Harbor.

Bob Bierly
Secretary/Treasurer
C'MON WIND #913

Forestay Failure

A recent trip to the top of my mast by a qualified rigger (who doubles as my daughter's boy friend) revealed a startling development. It appears that the Hood Model 915 LD roller furling system that is standard on our boats has caused a somewhat unhappy problem. Not only have the top bearings worn out badly, but it also appears that the bearings or something else in the system has unlaid the forestay within a few inches of the top swage. My conversation with the Hood representative at the Annapolis Boat Show confirmed that this is not an uncommon problem. The Hood rep. stated that the problem can come from too small an angle between the halyard and the stay at the top and suggested placing a mast bale at the top of the mast to increase that angle.

Since I had never had much problem with the furler, the whole problem came as a surprise. Next time you go up there or send some one up, you might want to check the forestay at the swage as well as the top bearings.

Bob Bierly
C'MON WIND
913

DID YOU KNOW

Stack Knot Log Impeller — Before you empty the compartment that contains your knot log impeller and go through the mess of pulling it out while letting in half "the Bay" before inserting the plug, try a "Ron Maneuver." Come to a complete stop, reverse the engine and move the throttle toward 2000 RPM. I usually see the knot impeller unjam itself and start to register at about 3 to 4 knots (after going straight astern).

Cracked Fuel Cap — This is not an uncommon occurrence with a plastic cap that needs a metal winch handle to open it. Earlier this month, I noted a cracked fuel cap. This time, however, when I called the Catalina factory for a replacement, I was told they only had a few plastic winch handle type caps left in stock and those were marked "WASTE". So I replaced the entire fuel filler cap assembly with an all stainless steel one. I'm also thinking about replacing my plastic "WATER" and "WASTE" filler cap assemblies.

Electric Fuel Pump — The new C-34's are coming from the factory with the "lift" pump (electric fuel pump) wired into the glow plug switch. Makes sense because the engine driven pump should be able to take the lead by itself. In aviation, the electric fuel pump on a reciprocating engine aircraft is used as a backup. It's turned on when starting engines, switching fuel tanks, and always just prior to landing approach.

I changed the wiring on the engine instrument panel (key switch) so APACHE's electric fuel pump would not remain on all the time, but did it a little differently. Instead of wiring the pump into the spring loaded glow plug side of the key switch, I used the blower switch. Now just before starting the engine, I turn on the blower/electric fuel pump and do the same just prior to landing (docking). Wired into the blower switch makes it handier to turn on and leave on the electric fuel pump when bleeding the system after a fuel filter change.

Ron Hill
APACHE #788

Those of us who own Catalina 34's and know that we have the best boat for the money have to admit that insulation in the ice box is not adequate. My husband insulated the sides and bottom, but for years, I have placed throw cushions over the top of the lid in order to increase the performance of the refrigeration unit. This worked well, however, it was a very inconvenient method.

Recently, I saw an advertisement for an Ice Saver, which is a very thin blanket that is designed to be placed inside the ice box. I called the company and explained that I wanted to use it on the outside. The owner said that the product had not been designed for this use, but I decided to try it anyway. IT WORKED!

I now have a 1/2" x 18" x 24" pad that covers the entire top of the lid and counter. It lifts off easily, and I can also set things on top of it while I work because it has a vinyl cover on it. The blanket is made from two pieces of closed-cell foam on either side of a "space-age" material; these layers are then covered with vinyl. It is supposed to equal 4" of insulation because it reflects cold down and heat up.

The price is \$16.95 plus shipping. Custom sizes are also available at a slightly higher cost. The number to call is 1-800-622-1877.

Linda Dalton
Windy Lin D.
#735

THE LITTLE ROUND BAY RAFT-UP

September 16th, O' was the day
 When all Fleet 12 members were to sail for Little Round Bay,
 As "Bay-Tripper" stood by on 78
 "Apache" did call to make sure of the date,
 It was good to see Phyllis and Ron
 had much to tell us about where they have gone,
 Said that they spent the night before
 with "Whiskers"—in Annapolis-tied to a moor,
 Claire and Duane now two weeks on their flat
 couldn't quite make it- Claire got homesick for her cat,
 Early afternoon, not yet much hoopla
 as we spotted off in the distance, it was "On Y Va",
 Ralph and Lynn- all excited about their order
 brought their goodies out- a Link 2000R and a Freedom 10 Inverter,
 Now over the radio, a voice did fret
 Well wouldn't ya know, it was our dear "Cherette",
 "Cherette, Cherette" called Ron from Apache "Where forth
 art thou O' dear Commadore?"
 "Apache, Apache" did answer "Cherette"
 "Please forgive me, we're in Baltimore",
 "Baltimore, Baltimore- how could you be?"
 "We're on our way to dinner in Little Italy",
 Okay "Cherette"-shame on ya
 For that you missed Susan's wonderful Lasagne,
 On into the evening, down came the rain
 It was cool and cozy and, with Ralph's red wine, no pain,
 "Apache" spun off to hang on their own hook
 Ralph was worried that Hank would turn into a crook,
 Lights went out one by one
 that's how the Little Round Bay Raft-up was done.

Hank and Susan, *Bay-Tripper*

DON'T FORGET THE FALL MEETING!!

**November 4, 5
 Herrington Harbor**

Hosted by Dot & Bill Beck
 (703) 250-4609

FUEL PICKUP TUBE

I've heard a number of diesel mechanics recommend removing the screen on the end of the fuel pickup tube. They contend a clogged screen is one of the primary causes of fuel starvation, probably the most difficult to diagnose, and usually the last trouble source to be checked. The latter point at \$50+ per hour can get expensive.

It has always been one of those things I was meaning to do. However, it wasn't until a Hunter 30 owner recently wrote of his "fuel pickup screen woes" in Practical Sailor that I decided to check APACHE.

The easiest access to my C-34 fuel tank is by removing the port panel in the aft cabin. I disconnected the fuel line from the 90 degree threaded fitting on top of the tank by removing the hose clamp and pulling the line off the "barbed" fitting. I secured the line in the upward position so fuel wouldn't leak out. I unscrewed the fitting from the tank and lifted it out of the tank through the removable Beckson plate in the port side locker. Connected to the fitting was an approximately 10" long metal tube connected to an approximately 8" long flexible tube. The screen protruding from the end of the flexible tube had been secured

in the end with some type of adhesive. Now the problem was starting to make sense. Even though the stainless screen was nearly twice as fine as a C-34 raw water intake, I believe this screen was only a minor restriction. The tubular screen overall was 1-1/2" long and approximately 5/16" in outside diameter. About 5/16" of the end had been crimped flat and sealed, while the other end had been inserted into the flexible tube (with sealant) another 3/4". The real problem was that the exposed screen for fuel to flow through was, at best, less than 3/8" long. I twisted and removed the screen. When I reassembled the tube, I noted the factory had used "teflon tape" on the threaded elbow going into the tank. I elected to use #2 non-hardening "Permatex" instead. With a Racor filter which traps particles 2 micron and larger in size (eye of a small needle

is about 10 micron), I decided no screen in the pick up tube is needed. I change my RACOR filter once a year in spring. If a fuel sample from the filter bowl were to show dirty fuel I change the filter again. Fuel will build up sludge/crud from nonuse and forgetting diesel fuel additive.

While you have that aft panel removed, check for chafing along the engine exhaust hose. A few years back, I found my hose was rubbing against the edge of the box that forms the holder for the toilet paper compartment. It had rubbed about a 1/16" notch in the hose and over time would have rubbed a cut through the hose. I wire tied it off. I also used some chafe guard around the hole where the exhaust hose passes up through the floor of the port side cockpit locker.

Happy dieseling.
Ron, APACHE #788



"You know...if we had spent another \$46,382,
we could have had a nice yacht."

Southern Vacation

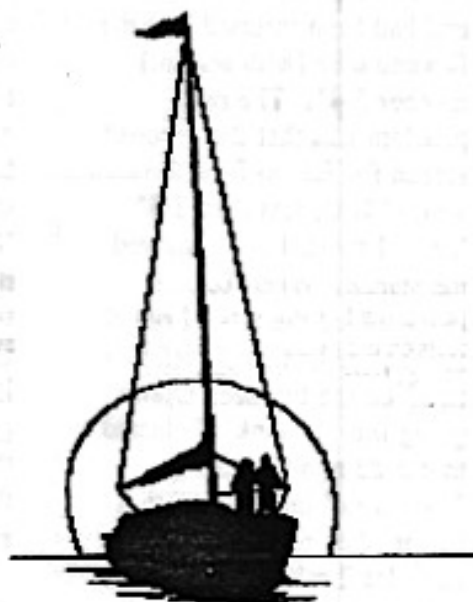
Our vacation really started Friday night as we met Bill & Dot, Dave & De and their friends Ray and Shari for dinner at Davis Pub in Annapolis. The Pub is known for their crabcakes and we were not disappointed.

We set off for Solomons the next morning; the wind was blowing 15+ knots from the north which gave us a great trip down the bay. The Becks and Dave/De sailed north for an evening in the Chester River.

Sunday afternoon we arrived at Mill Creek off the Great Wicomico. Bob & Jane Bierly with daughter Brenda and her friend Adam were anchored with Ron & Phyllis Hill. The weather was sunny and warm; everyone went swimming! We even have pictures of Jane & Bob with their noodles on. You'll have to ask! Jim & Betty Heffernan arrived in time for cocktails (or as Jim likes to say, "Hummer Time"). Brenda and Adam entertained us with sea stories from the 2-year long cruise they just completed.

The next day Bob & Jane & family headed for home as they had to get ready for their son's wedding and Bob's West Point reunion. The rest of us sailed down to Fishing Bay off the Piankatank River where Charlie and Emily Copeland were anchored. We tied up

along side for a visit. Emily and Charlie provided drinks and snacks for an impromptu cocktail party! Jim and Betty first went into their marina in order to pick up the car for chauffeuring duties. Charlie and Jim had an interesting radio conversation—Jim was atop a Big Trawler in the marina (borrowing their radio). Jim asked Charlie why they were anchored in Mobjack Bay (or at least it appeared that way to Jim



since we were on the other side of Fishing Bay (which is quite large).

Later, Jim and Betty kindly gave us the grand tour of Deltaville by car and then drove us to dinner.

Monday found us sailing (actually motoring) up the beautiful Rappahannock to the eastern branch of the Corrotoman. Betty had made a delicious chile which she served to everyone!

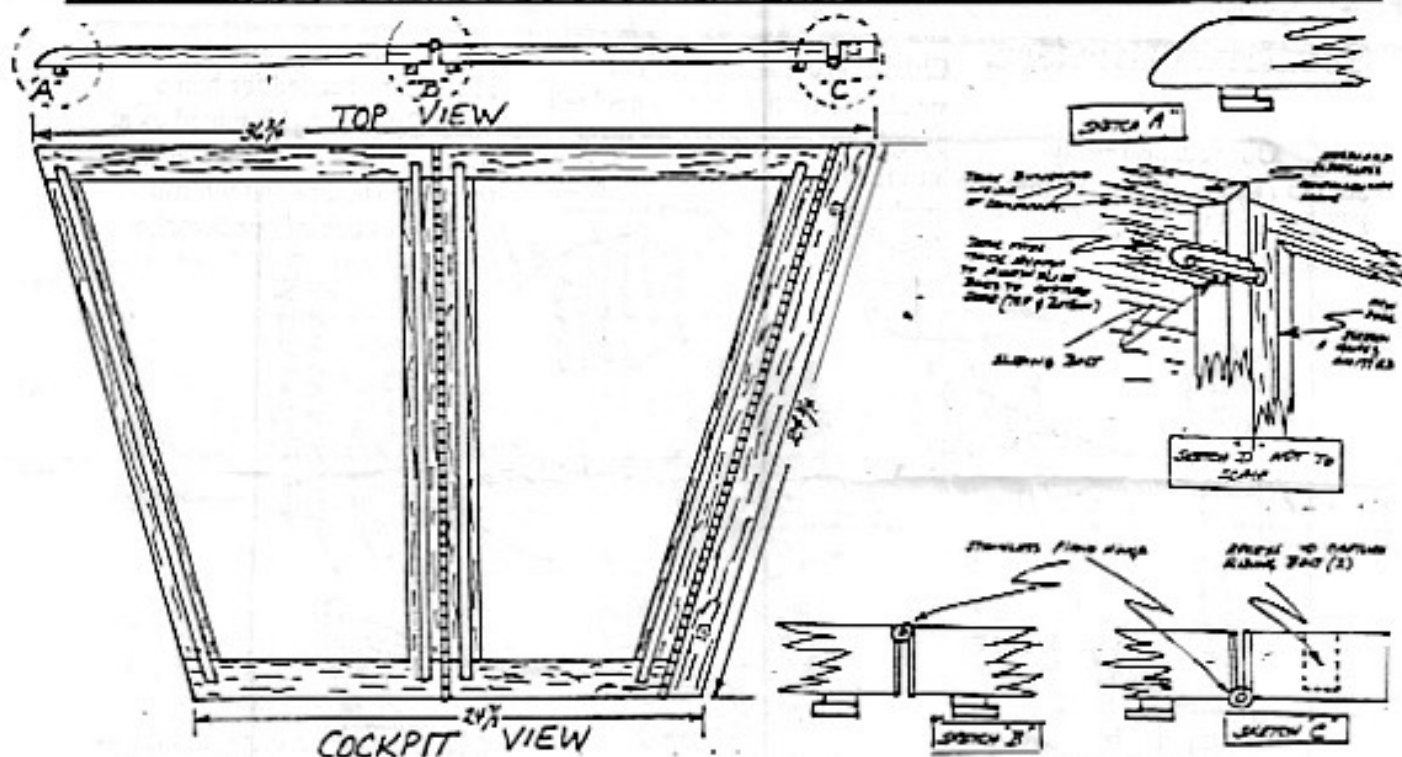
The next day the Heffernans headed for home while Ron & Phyllis joined us at the Tides Lodge. We had been here once before and we still count it as one of our favorite places to stay. The four of us had dinner at the Binnacle (the casual restaurant at the Lodge). Very good food and not that expensive.

Our cruise then headed slowly back north. The Hills stopped at several creeks in the Northern Neck area. We headed across the bay to Onancock. We had never sailed this side of the bay before. We anchored out at Onancock as the slips were all full. We enjoyed our visit here—had a good dinner at Armondos. There even was a band playing on shore. The only problem was they played well past midnight!

We then went to Somers Cove at Crisfield—another first. We liked it and were quite surprised at how empty it was of cruising boats, especially as it was a weekend.

We spent the rest of the week heading slowly north with Ron and Phyllis. The weather couldn't have been better; we had only 1 cloudy day the entire time. We would love to do more sailing in the Southern Bay—its a different world—less boats, wide open spaces!! Next year!!

Claire & Duane
Whiskers #1076



This door has several handy features: it opens into the cockpit with one hand and lies open against the cockpit seat out of the way til you are ready to close it. In rain or cool weather clear acrylic panels slide in place. Insect screen is in place constantly but can be easily removed. The door is easily stained to match your adjacent teak trim.

The final fit of this door is fairly critical—for efficiency with bugs and inclement weather. I found the easiest sure way to a good fit was to make a template that fits the weather-board slides perfectly and build the door right over that.

Exact dimensions are not provided because of substantial variations between boats. Nothing on our boats is square and rarely is any component symmetrical.

All framing was with 1" x 2" poplar lumber. Poplar is hard, stains well, is easy to work and inexpensive. Teak would be nice but, at \$10/per foot, not cost effective. Depending on your expertise the framing may be joined in your favorite manner. Glue and 3/8" wood dowels worked nicely for

me. Mortise & tenon would be perfect but I was limited to hand tools on our deck.

The 4 cleats on the cockpit side retain the clear acrylic inserts. These are built up of basswood strips from the hobby shop. Modelers use them as miniature lumber for railroad layouts. By gluing 3/8" x 1/8" strips to 1/2" x 1/8" strips a shoulder formed that captures the clear acrylic window panels (see Sketch A). The assembled cleats are attached using #4 brass 1/4" screws. The panels are best cut to size from acrylic sheet and used as a template to mount the cleats on the door for a good fit. When a rain storm comes up you want to be able to slide these panels into the door quickly.

The stainless piano hangers and sliding bolts (2) are available at marine discount houses. The sliding bolts are mounted on the teak pads to align these bolts to slide into the holes in the starboard side of the door. The pads must be thick enough (roughly 1 1/4") so the slide bolt frames may be attached to the fiberglass companionway framing as shown in sketch "D". The fit between

sliding bolt and hole in the door needs to have little or no slop to avoid having the door sag when opening/closing.

Insect screening is attached to inside of door facing ladder. Screen is attached with staples and battens used to cover the staples and edge of screen. A real nice job results if you can route out a shoulder on the inside door frames and sink your battens into these. Battens may be made from basswood strips cited above. If all else fails, some of those give-away yardsticks at the hardware/lumber stores could be used. These could be sawed to correct width.

Final "cut and try" fit is done on the boat. I used a hand-held electric plane but if you've built carefully some sanding may be all that is necessary.

If any problems are encountered your call would be welcome and I can probably help in some way.

Charlie Copeland
Carolina Breeze #633
(804) 747-0700

