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Dockline



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Catalina 34 Fleet #12 Chesapeake Bay

October 1996

FLEET CAPTAIN'S SIGNAL

Capt'n Dave's Miscellaneous Ramblings

The best time of the year is almost upon us.


WHAT, you say? How can this be with the sailing season almost over?

It can be because our Annual, Wonderful Fall Meeting and Socializing Time is almost here. Look elsewhere in this newsletter and read all about Jan and Walt Rupp's elaborate preparations. This is one event I'm sure not to miss. We will muse over all our sailing adventures of the summer past, brag about who sailed in the highest wind speeds, bemoan all the items that broke, speak of all the new goodies we bought and enjoy each others company. We will hear a report of Ron and Phyllis Hill's sojourn down the big ditch also known as the ICW from the Heffernans who went part way and from Bob Bierly. And without a doubt you'll hear of De and my plans to do the same trip next year.

Then we will have elections during our business meeting. I can't be Captain anymore as we hope to be way down south when the next fall meeting occurs. So, everybody can start thinking of a new leader. We also need someone to plan our Spring Meeting. Next year's East Coast C-34 Rendezvous also needs a few good people to help Hank and Susan Recla with all the preparations.

Other events set to transpire include retelling of all the summer raft-ups. Please bring any and all pictures that you have. Photos of any boat improvements are also welcome and encouraged.

That's all for now folks! I hope to see all our old and especially all our new fleet members in Lexington Park on November 9th. Happy Fall lay-up.



STATUS OF THE FLEET Fall 1996

The club is healthy with 29 active members as the sailing season ends. The treasury is in adequate shape, but for the second time in a row, we have no new members to introduce in this edition of the newsletter. According to the Annapolis Boat show participants, the dealers sold a lot of new boats including the new Catalina 34 (I couldn't get an accurate tally, and I do not even wonder why.), but Sandy Wagner, who coordinates the owner/volunteers, said interest in local Fleet membership was way down in comparison with previous years. So we are on our own for replacing any of our 1996 members who drop out due to changing interests. I have one prospect now and will happily write or call any other new Catalina 34 owner you encounter about a membership in the best fleet of the best boats Catalina makes. I have found the club newsletters sells the Fleet. Which leads me to another request. Please help Claire with articles for the newsletter: what you did this summer, a new anchorage, a new area, a new restaurant, any new modifications, whatever. Our survival depends upon membership, and the membership depends upon a great newsletter.

Bob Bierly *C'MON WIND*
Secretary/Treasurer



Catalina 34, Fleet 12
November 9, 1996



It is time for our "land" rendezvous to be held on November 9 down the road in Solomons area, but across the Patuxent River in St. Mary's County. Last March when we held our business meeting in Harper's Ferry, WVA, November seemed a long time away, but here it is already.

Since Walt and I have had the privilege of being selected as host/hostess for this pleasant weekend gathering, we sent invitations to each of you. We selected a speaker who is none other than Bernie Weeks, a waterman and part owner of Weeks Marina where we dock BRIGADOON. Selecting Bernie to be our speaker satisfied many of my requirements. I want to bring to our meeting a camaraderie between the values of our sailing and our fun on the Bay and the values of the waterman who tends to his crab pots; which we have to dodge and of which the offerings are often the results of our delicious crab feasts.

When I am hosting one of these parties my big Waterloo is "who is going to be the speaker" and I tend to do brainstorming with myself until I realize this area is so rich with the experiences of the people who live down here, that all I have to do is look at the availability surrounding me and take my choice. So when Bernie so graciously accepted my invitation to speak at our meeting on November 9, it truly surprised me and at the same time delighted me.

So with that said, in the event of your not receiving the invitation I sent to you, may this Dockline invitation supersede what would otherwise be thought as an oversight.

Catalina 34, Fleet 12
November 9, 1996

is having a "land" rendezvous to socialize,
 to hear a waterman share his experiences
 of earning a living on the Chesapeake Bay,
 to have a business meeting
 and to dine



at **Northridge Restaurant**
 next to the Patuxent Inn,
 California, Maryland.



The Schedule

- 2:00 pm until 3:00 pm is our Social
- 3:00 pm until 4:00 pm is our Speaker
- 4:00 pm until 5:00 pm is our Business Meeting
- 5:00 pm until 6:00 pm we take a break so our buffet can be set up
- 6:00 pm until 7:00 pm or later is our Buffet
- 7:00 pm until 10:00 pm is our Social



The Menu

6:00 - 7:00 pm

Baked Chicken, Prime Rib, Seafood Scampi with Rice
Parsley Potatoes, Green Beans, and Corn
Garden Salad
Sherbet
Coffee & Tea



The Munchies and the Drinks

2:00 - 5:00 pm

Beer, Wine and Soft Drinks
Chips, Dips, Pretzels, Nuts and Popcorn
\$27.50 per person



The Lodgings

15 rooms are reserved at **PATUXENT INN.**

Please mention "Catalina 34, Fleet 12."

Since The Dockline comes to us after October 15, the special rate given in your invitation might not be valid for reservations made after October 15, but give it a try for the \$49.00 plus Tax rate they offered to our group.

(301) 862-4100

Solomons Comfort Inn

King or 2 Double Beds \$69.00 plus Tax
(410) 326-6303



Lexington Park Days Inn

King or 2 Double Beds \$61.00 plus Tax
AAA or ARRP \$57.65 includes Tax
(301) 863-6666 or 1-800-428-2871



Solomons Holiday Inn

King or 2 double beds
\$71.10 AAA; \$81.10 ARRP; \$89.00 All Others
(410) 326-6311 or 1-800-356-2009



I signed a contract for the Conference Room and for our Buffet for the benefit of all of us. I must make at least a quarter payment of the contract price for our party by mid-October. Therefore, an early response from you, who bear the burden of responding with your checks, to your benevolent retriever (that's me) would be aptly and appreciably accepted. Make your check payable to: Jan Rupp and mail it to me at 22939 Chestnut Rd., Lexington Park, Maryland 20653. If you have any questions, please call Walt and me at (301) 863-9253. See you at Patuxent Inn on November 9.



Jan Rupp

Directions to Northridge Restaurant:

DIRECTIONS:

From PA: I-83 South to I-695 (Baltimore) to I-97 South (Exit 4) to MD 301 at Odenton, MD. MD 301 eventually becomes MD 3. Continue on MD 3 until you come to MD 4 to Solomons, MD. Go over the bridge at Solomons and drive until you come to a signal light at Western Steer Restaurant. Hang a left on MD Rt. 235 and keep going until you see **NORTHRIDGE RESTAURANT** and **THE PATUXENT INN** on your right.

From DC: I-495 Beltway to MD over the Patuxent River and

Or take the I-495 Beltway exit to turning onto Rt. 5 at Waldorf. the right to Leonardtown. (Don't past the Half Way House on Rt. you come to **NORTHRIDGE PATUXENT INN** on your right.

From Northern VA: DC Beltway 210) to Accokeek (MD 373), to Rd. turn left and go through south on Rt. 5. Rt. 5 goes to Leonardtown (Don't go to Leonardtown.) At the Half Way House Rt. 5 bears right, but you continue driving south on Rt. 235. Continue driving for many miles until you come to **NORTHRIDGE RESTAURANT** and **PATUXENT INN**.



Rt. 4 Solomons across the bridge follow instructions above.

Waldorf and drive south on 301 Continue south until Rt. 5 bears to go to Leonardtown.) Continue 235 and drive many miles until **RESTAURANT** and **THE**

to Indian Head Highway (MD Beale Hill Rd. At end of Beale Hill Waldorf crossing Rt. 301 heading

The Silence Was Deafening (and Informative)

In the last newsletter and at the skipjack crab feast, I asked for volunteers to support a proposed National Catalina 34 Regatta on the Chesapeake Bay in June 1997. Phil Davies had volunteered to establish a cruising regatta concept and agenda which was published in the July Dockline. In that announcement and plea, I noted that if there were no volunteers to run parts of the affair by the end of September, I would report to the National Association that the East Coast is out for 1997 at least as far as the Chesapeake is concerned. The absence of volunteers is complete, and the message is clear. There will be no Regatta of Catalina 34's on the Chesapeak in 1997. Phil and Joan, thanks for the thoughts and the effort to get it started. As the Orioles now say, maybe (the) next year.

Bob Bierly, *C'MON WIND*
National Cat 34 Vice Commodore

The Hills Go South

On the morning of Sept. 16, we cast off the lines and started out of the Ocoquan River. As usual, we were sailing down to the Chesapeake Bay "against the tide!" This time, however, it was a little different. The runoff into the Potomac from Hurricane Fran had caused an unbelievable current in our favor. Loran confirmed we were making 7.6 knots AGAINST the tide. The Potomac was filled with junk, debris, and looked like a sea of brown chocolate.

Four hours into our eight month trip, we passed Nanjemoy Creek. I was thinking of the TV report that one of the creek's residents had lost an entire 110 foot dock (washed away in the flooding caused by Fran). I had just gone below when I heard a loud thud against the hull, the silence of no engine running, and the beeping of the oil pressure alarm. Phyllis said she bet we picked up a crab pot although she hadn't seen any. I was wondering about the 110 foot dock.

The wind indicator said "0" so the sailing option was out. We were in 33 feet of water so anchoring meant "loocoo" rode. It didn't seem as though we were moving. I started the engine and it ran in idle. I went into reverse hoping to spin off the crab pot or whatever. The engine stopped again after 2 or 3 seconds in reverse. In retrospect, if I had shifted into reverse momentarily and then immediately back to neutral, maybe I would have spun it off.

I put on a bright red pair of swim trunks in case I needed to be "found" and got into the water. As I put my hand one inch under the water and

couldn't see it, I wondered why I was wearing a face mask! Not to be outdone by Jim Heffernan, I thumped my chest, put my sheath knife between my teeth and dove into the cold, murky water!

Actually, I climbed down the boarding ladder, shivered my way slowly into the cold water, felt my way down the rudder, and went forward to the prop. "Wa La", one twist of the line that had two floats and the crab pot attached and it was off the prop and the shaft.

I had Phyllis hold onto it with a boat hook while I went back under to inspect by feel the prop shaft and strut. All felt okay and no line or second pot on the shaft. After determining that the crab case was silted in and firmly anchored in the bottom and the floats would go back under the surface, I cut the line. In the same area (we were in the channel) I could see other swirls in the water which indicated more submerged crab pot floats.

I started the engine and everything seemed okay, but still didn't really know for sure. Later, in the Yocomico, 25 to 30 knot winds had the boat pitching so much I couldn't go in the water to really inspect the prop. The next day after seeing two 6 inch diameter jelly fish, I decided to treat myself and pull the boat. I contacted FA and asked for his recommendation and thoughts about Doziers in Deltaville. We made arrangements with Doziers, went into the travel slip late Sunday afternoon, and were pulled the next morning. In between, we went out to dinner with Jim and Betty Heffernan one night and with F.A. the next. Sure are lucky to have such nice friends that help out.

The haul out went well and everything was okay. It was worth the

trouble for the peace of mind. Both crab pots did have deep cuts from the prop. While the boat was out, we changed the cutlass bearing. If you need work done in the Deltaville area, I'd strongly recommend Doziers; they did a good job. I talked to Cliff Richard, a C-34 owner we've met on the way, who also had his cutlass bearing changed. The February issue of the Mainsheet will be about the methods of changing cutlass bearings. Yes, Duane, the shaft can be pulled without dropping the rudder!

We left Norfolk on Ron's birthday, Sept. 30. Highly recommend a visit to the Nauticus Museum at Waterside in Norfolk.

Had an uneventful motor sail across Ablemarle Sound. Had three weather days at Upper Dowry Creek Marina where we borrowed a car to explore the Bellhaven, North Carolina area and enjoyed meeting other cruisers holed up as we were. Crossed Pamlico Sound and the Neuse River to Oriental, North Carolina on a windy, rainy day. Stayed in Oriental an extra day while a gale stirred up by Hurricane Josephine kept everyone in port. We saw 47 knots of wind on the wind meter in the marina! Enjoyed a stop at the Municipal Marina in Beaufort, North Carolina. Enjoyed another great museum there.

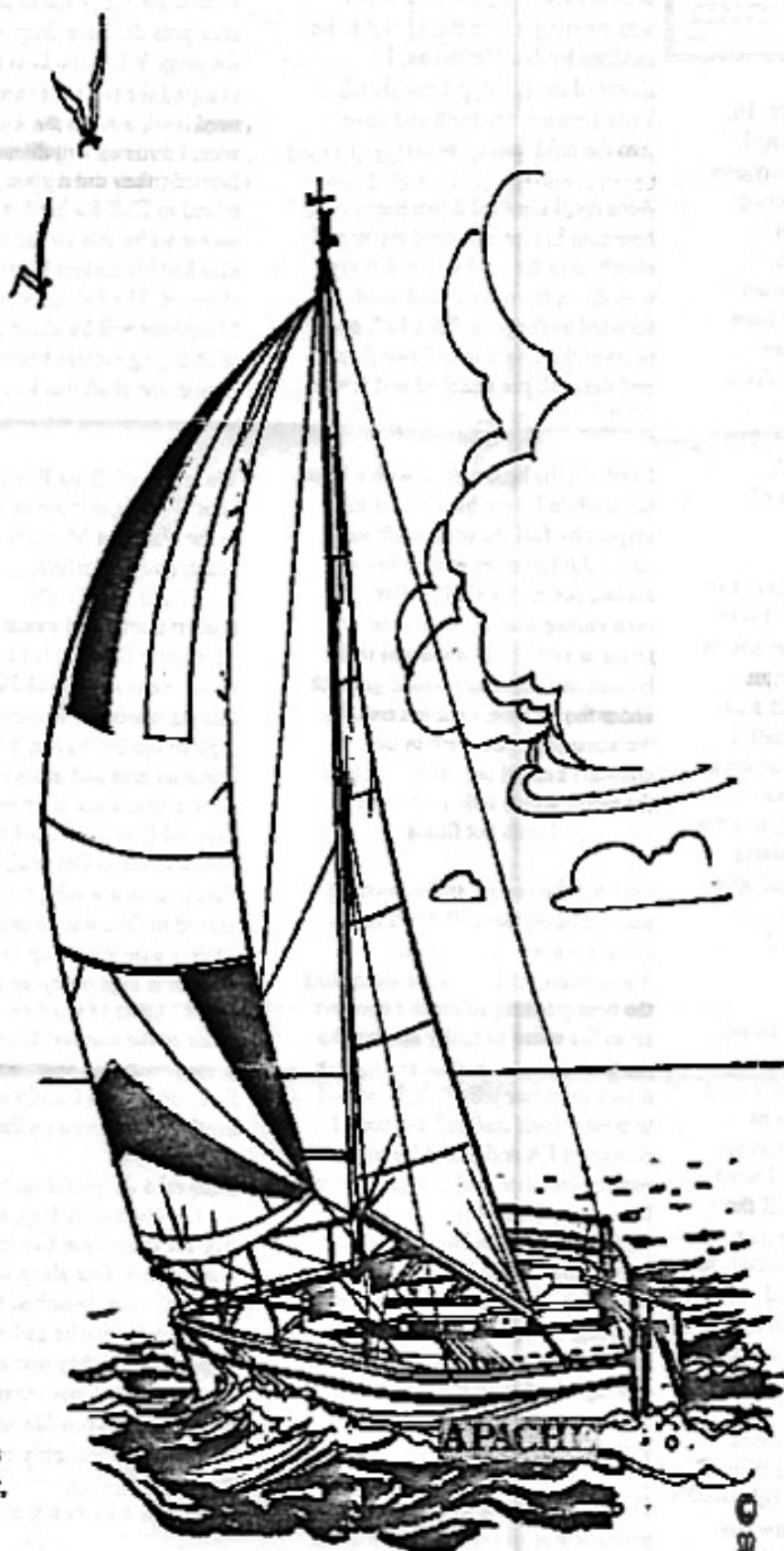
Enjoyed a delightful night anchored at Mile Hummock Bay, a popular stop for cruisers at Camp Lejune, a marine base. Our sleep was thankfully not disturbed by maneuvers. Charlie and Emily Copeland said they anchored there once and found themselves in the middle of a marine "landing" one night.

There was a lot of hurricane damage

still to be seen along the waterway. Many docks and homes damaged or destroyed. The waterway, however, was in good shape, good depths and well marked. Wrightsville Beach was hard hit. We were told they were not allowing anchoring to prevent looting and there are very few services for transients. Bald Head Harbor and Southport were not damaged. We stayed at Southport. Today we are at Myrtle Beach, South Carolina. A huge outlet mall has free dockage (Barefoot Landing) for up to 3 days.

How's the C-34 holding out so far? GREAT!! Let me touch on some features we've really appreciated.

First and foremost, the aft head next to the engine allows us to close the door,



open the alternator door for engine heat, crack the overhead hatch so wet clothes and rain gear dry. At the dock, we use an electric beater in the head to do the same thing.

So far, the 4.5 foot depth has not been a problem, nor has the mast height of 51 feet. With all the flooding in North Carolina, fellow cruisers with a 63 foot mast have been having trouble clearing the 65 foot bridges.

I would not recommend a two bladed prop because of the strong currents we've encountered. In the same light, the 30 HP engine is a plus, although our 25xp has been adequate.

We're at ICW mile 354 (0 is Norfolk). Only 741 to go to Key Biscayne. Don't let the frost bite!

Ron & Phyllis Hill
APACHE

INNER HARBOR CRUISE

On October 5, *Windy Lin D.* left home port at 0815 and literally (for once) sailed all the way to Inner Harbor Marina, arriving at 1145. Soon after, we were joined by Dot and Bill Beck and Claire and Duane Maher who arrived by land; Ed and Pat Land arrived by sea two hours later on *Finisterre*.

After hors d'oeuvres and libations, the eight of us trekked to Little Italy for dinner. Since we didn't have reservations, we were searching for a restaurant that could accommodate us. We came across one called Il Porto, and it had a table for eight. As we were seated, Dot spotted a familiar, no, two familiar faces: our soon-to-be Fleet Captain Emeritus was seated with our own Catalina 34 Mainsheet editor, Dave Ewing and De Winchell were dining with two

Pittsburgh friends after a hard day of traipsing the Eastern Shore in search of an LPG retrofit for their CNG stove.

After making menu selections, the food began to emerge from the kitchen—some cold, some old. Two pretty good Marsala dishes were served; Bill had ordered veal and Corky had ordered chicken. Half way through the meal, however, Lin looked at Bill's plate and cried fowl—Bill had the chicken! Dot looked at Corky's entree and reVEALed the switch. Who says Bill and Corky don't have perceptive pallets?

The fifteen minute walk back to the marina was pleasant in the crisp autumn air. Corky then introduced his creation of Cockpit Charades, which soon moved to the saloon of *Windy Lin D.* because of the crisp autumn air.

The new game was well-received but was abruptly interrupted by a

cacophony of boat and car horns; Baltimore had just won three of five games from Cleveland. After a brief discourse clarifying the etiquette of expecoration on ball diamonds, we returned to our own game.

The Lands hosted a coffee and cigar hour on *Finisterre* later in the evening before Duane and Claire departed for home. The Daltons and Becks returned to *Windy Lin D.*; but before turning in for the evening, they listened to "Quite Early One Morning," a poem about a sea town, by Dylan Thomas. Everyone finally fell asleep to the sound of baseball fans still celebrating the local victory.

Sunday morning *Finisterre* left shortly before *Windy Lin D.* The Becks helped us cast off, and we all motored home.

Corky & Lin Dalton
Windy Lin D.



Climbing Capt Al's Ladder

At the Annapolis Boat show, I encountered one Capt. Al whom some of you may have encountered at this or previous boat shows. He's a fellow from Connecticut who takes little ideas about how to solve little problems aboard a boat, develops the solution and markets the results. Most of his products seem to be made of webbing and PVC pipe. What drew my attention was his version of a mast ladder which is fed into the mast track for the mainsail, raised by the main halyard, and provides 12" steps on alternating sides of the mast formed by webbing loops and a rigid PVC rung about 6" wide. While the

ladder can be used alone for ascending the mast, the suggested use is to have crew (who may not be capable of winching the climber up under muscle power alone) trail a second halyard with the climber in a normal bosun's chair as the climber ascends. That way, when the climber reaches the desired height, the chair can be tied off for support and safety while the work is performed. For those of us working with a two person crew, this is of some interest. Anyway, in conversation with Capt. and Mrs. Al (who incidentally just encouraged his accountant to buy a Catalina 34 in Connecticut), I was able to get Al to agree to a group price on the mast ladder if there is enough interest. His 45' ladder,

which is the recommended size for a Catalina 34 tall rig or standard rig, sells in his catalog for \$176.45. He will sell one for \$150 if there are 50 or more buyers. By the way, the ladder does not include sail slides or shackles for your mast.

I intend to put this article into the next Mainsheet. I will have his catalog at the Fall meeting. If anyone is interested in purchasing a ladder, please let me know. All I want is your name for now. I won't collect \$ until the Mainsheet article runs, probably in the February edition.

Bob Bierly
C'MON WIND