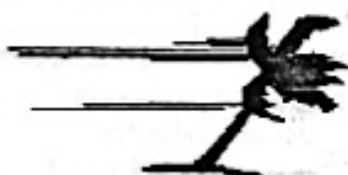


Claire Maher  
18201 Darnell Dr.  
Olney Md. 20832  
(301)570-9356

# Dockline



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Catalina 34 Fleet #12 Chesapeake Bay

January 1997

## FLEET CAPTAIN'S SIGNAL

**A** *HOOOY* Fleet  
12, this is your new  
Captain speaking!

Yes, for those of you that were not able to join us at the North Ridge Restaurant in California, Maryland, Saturday, November 2nd, the Fleet elections were held and I was elected. Fair Winds and Following Seas to our departing Cap'n Dave. Thanks Dave for your excellent stewardship for the last three years.

Welcome again to the crew that make the Fleet 12 a success including Claire Maher who does a yowoman's job of maintaining our means of communication and to our sterling treasurer, Bob Bierly who tends so carefully to our finances. I have watched the activities of the other Fleet Captains including my Admiral Janet and have often wondered what there was to this high office in the Fleet. In preparing for this article I reviewed some of the last Fleet Captains' Signals as contained in the file given to me by Dave Ewing. I had the

opportunity to reflect on some of the fine meetings that we have had and the satisfying camaraderie that we share in Fleet 12. As a campaign promise, I want to continue and possibly expand the delightful activities that we enjoy up and down the Chesapeake Bay.

My first inkling that I would become your Captain came in a telephone call from Dave several days before the meeting. We talked about cabbages and kings and his offer of the change of the watch.

I have a great love of our cruising style in our Catalina 34s. I felt that I could help continue our activities throughout the Bay and accepted the helm pending any nomination from the floor. Our fleet number is fairly constant but with changing yachts. In talking with Bob Bierly, he recognizes that our Fleet is made up of three classes of yachties. One class is the hard core who have continued to be members from the start of the Fleet. A second class are those who

for one reason or another sell their boats and go on to other pursuits. The third class are those Catalina 34 owners who are new to the Fleet and looking for adventure. I want to assure the continuance of the Fleet and would like to reach out to those that may still have a Catalina yacht and have dropped out and those who are new owners but who have not had the opportunity to join us. Possibly we can change their course to participate in Fleet 12.

On this tack, I have asked Bob to provide me with a list of past members and I will contact them to seek them out and see if I can pique their interest in Fleet 12. Another avenue is the list of new boat owners on the Bay. I invite each one of you to keep this idea in mind when talking with your boating friends and let us see what happens. We have a positive synergism for fun and camaraderie that we can share with others if they only knew.

With the arrival of a letter from Jim Kennemore

our C-34 National Treasurer and the latest batch of membership checks for Janet came a sad note. I quote: "Dean Buur's wife Nancy passed away in early October. It was not unexpected. She had been seriously ill with a variety of maladies for some time. Dean called me last night (11/21) for the first time since shortly after her death. He says he's doing pretty good, but expects the holidays to be kinda tough." Possibly a card or letter to our National Commodore would be in order to cheer his days.

I look forward to actively participating as your Fleet Captain for the next year. Please let me know of your pleasures or complaints about the Fleet because communication is the root of all progress. You can fax us at our home phone number or call me if you feel so inclined. I am here to serve you.

Walt Rupp  
C-34 Fleet 12 Captain  
Brigadoon # 54  
Home phone 301-863-9253

Received a message on my answering machine the other day from Ron Hill. He wanted to alert me to the article he was sending for the *DOCKLINE* and had a piece of advice for De and Dave. It seems De was wondering about a retrofit for her swim ladder as it is a little short for easy boarding. After the trip down the ICW to the keys Ron wants to know where she will be swimming. "What with the snakes and alligators in the Carolina's and Georgia, more snakes and alligators and sharks in Florida plus Baracudas; and of course, the jelly fish up in the Bay, do you want to go swimming?" He did admit to some great snorkling opportunities but the water is chilly! A wet-suit would be useful.

—Editor

DONT FORGET THE  
MARCH MEETING!!! See  
page 4 for details.

Send in your reservation  
TODAY!

## STATUS OF THE FLEET WINTER 1996

The club is healthy with 30 active members as the year turns over. The treasury is in adequate shape, and dues are now payable for 1997. The bargain price remains \$20.00. As a result of contacts at the Annapolis Boat show, we had new members join Fleet 12: Jay and Luisa Carver of Arlington, VA, who keep their new (1987) TIKI at Herrington Harbor North H Dock. TIKI was purchased in North Carolina, and it took two tries to get itself and the new owners up to the Bay. There's got to be a good Newsletter article or raft-up war story in there someplace. Please welcome the Carvers at your earliest opportunity. Again, a reminder to keep your eyes peeled for new membership prospects as your cabin fever in the late winter and early Spring leads to prowling the boat yards and boat supply houses in search of activity, boat things and equally bored sailors. Please also consider helping Claire with articles for the news letter: what you did this winter, a new anchorage, a new area, a new restaurant, any new modification, a New Years Resolution, whatever. Our Fleet camaraderie depends upon membership, and the membership depends upon a great newsletter. See you in Baltimore in March.

Bob Biscay  
Secretary/Treasurer  
CMON WIND #913

## A Mother Duck Story

Last summer I was sitting in the cockpit doing not much but enjoying the day when I noticed a duck come in for a landing on the boat next to us—it actually landed on top of the open bimini! Now, I had never seen that before but thought maybe the blue canvas was warm and comfy. Well, the duck started waddling and scratching around and the next thing I saw was a egg! The duck just laid an egg!! Now what was she going to

do? The egg started rolling a little bit but she used her feet to move it as much as possible under her. It appeared she was just going to sit on it until it hatched.

Oh Oh, here come the owners ready to go sailing. Well, they didn't have any sympathy for momma and shooed her away. The egg followed with a splash in the water.

I hope momma had more babies somewhere else.

Claire Maher  
Whiskers



## *Adventures from Ron & Phyllis*

APACHE arrived at the "Southernmost Point, Continental U.S.A.", Key West, Florida before Christmas. Our daughter, Sue, and her husband from College Station, Texas joined us for the holidays.

The pace here is "laid back" to say the least! Tourists mobbed Key West during the holidays. The crowds have begun to thin out now. The weather has been "SUPER". Although a cold front went through last night, the temperature today is 72F, but the winds are 20 gusting to 30 knots with some rain.

We've done lots of the tourist scene: the shops and restaurants on Duvall Street, Mallory Square at Sunset, and sailing in front of Mallory Dock (the Ego Alley of Key West). As with all tourist spots "in season", everything is expensive. As they say, "Paradise doesn't come cheap!"

Took a trip to the Dry Tortugas National Park and Fort Jefferson. It was fascinating and a beautiful spot to visit. Saw rare frigate birds flying majestically over the fort, one of two places in the world where they still live according to our guide.

I have a question for Jane Merrit that the National Park Service Rangers at Fort Jefferson couldn't answer. When I looked at a Fort made out of between 20 to 40 million bricks that had to be brought to Garden Key on sailing vessels, I asked what the ships took on for ballast when they off loaded the bricks? Nobody at Ft. Jefferson

knew the answer and said I was the first person to ask that question. Anyway, Jane, I'm still looking for the answer. Somebody in the National Park Service must know.

Took another side trip to the barrier reef between Key West and the Gulf Stream. The water visibility was 60 feet and beautiful. The reef was alive with beautiful fish and coral. There is no anchoring on the reef. You must pick up a mooring or raft with someone else on a mooring. Great scuba diving and/or snorkeling opportunities abound.

We've been staying at Boca Chica Naval Air Station Marina on a mooring. Life on a mooring (or at anchor) for an extended period is a routine we've never experienced. First and foremost, your dingy becomes your link with land. Land is important because therein lies all the necessities and goodies we've become accustomed to—fresh water, good, garbage dumpster, beer, soda, mail, and a telephone without a roaming charge to mention only a few.

Keeping the AMP's up in the batteries is likened to the pioneer that dared not let the fire go out in his log cabin. There are boats with wind generators (requiring that you anchor in the windy portion of the anchorage), but I note they also are running their engines. My solar panel takes the edge off, but between clouds and swinging of the boat is not the sole answer. It appears that a 30 minute engine charge in the morning and evening is an adequate solution. However, this means it's a task that must be done twice a day to pay for the

convenience of refrigeration and TV.

Land transportation presents a real challenge. Your choices include but are not limited to walking, bicycling, hitchhiking, and renting a car or scooter. Fair warning though, after having a rental care for a week, you go through "wheels withdrawal!"

Thanks to Duane and Hank for their input for the November Mainshoot. I'm asking again for input from others in Fleet 12 to give me material to work with.

I've received a number of calls regarding that electrical article in November only to find out that the people have not made the factory recommended engine wiring electrical modification. So much has been written and talked about that modification, surely hope no one in Fleet 12 still has all the power from the alternator going to the key switch in the rear of the boat, then coming back to the battery selector switch, and finally (if any amps are left) to the batteries.

I'll keep you posted on the thrills and joys of cruising in "Paradise."

Fair Winds,  
Ron & Phyllis

# Catalina 34 Fleet 12 Spring Kick-Off

Please join us for the Fleet 12 Spring Kick-Off meeting on March 1, 1997 at Days Inn--  
Inner Harbor Baltimore Md.

- 2:00 pm — Social; beer, wine, soda and chips provided  
 3:00 pm — Speaker Jim Hobsin, from the Baltimore Port Authority  
 4:00 pm — Business Meeting  
 5:00 pm — Dinner Served

The Days Inn is located 3 blocks from the Inner Harbor. We will have our meeting/dinner in a banquet room, lower level. Our dinner menu includes:

- Tossed salad, vegetable and potato,  
 choice of one of the following three entrees:  
 Chicken and Crab Imperial  
 New York Strip Steak  
 Broiled Crab Cakes  
 Dessert, coffee, hot tea/ice tea

The cost is \$28.00 per person. Please fill out bottom selection form and return with check to me by February 10, 1997.

A block of rooms have been reserved until February 1, 1997 at a discount rate of \$89.00 + tax. (mention the Catalina 34 Fleet 12 group). If you are a AAA member, the rate is \$80.10 + tax. Phone number: 410-576-1000 for reservations. Free parking validation for guests. Alternate hotels: Quality Inn--Inner Harbor \$58-68. (410) 727-3400 The Tremont \$89 (410) 576-1200 Many more in the area.

Yes, we(I) plan to attend the Spring Kick-Off on March 1, 1997. Please send \$28.00 per person to Claire Maher, 18201 Darnell Dr., Olney Md 20832 by February 10, 1997.

Name: \_\_\_\_\_

No. of Chicken w/Crab Imperial \_\_\_\_\_

No. of New York Strip Steak \_\_\_\_\_

No. of Broiled Crab Cakes \_\_\_\_\_