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# DOCKLINE



Volume 12 Issue 1

Catalina 34 Fleet 12 Chesapeake Bay

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## FLEET CAPTAIN'S SIGNAL

I can't believe they are ending. Both, another sailing season and another chapter in our family sailing history is also closing. My oldest daughter Katie, an able sailor in her own right, is off to her freshman year at college and the crew dynamic on *Ibis* is undeniably and forever changed. Before this year, always on board as a contributing crewmember, she only made a handful of sails with us this season. I miss having her around and so does her sister Allyson who now gets to perform all the most pleasant on board duties by herself. Hopefully, we'll have better luck having Katie back on board during the bulk of next year's adventures on the Chesapeake Bay.

One full year as Fleet 12 Captain has been logged and I'm pleased to report that Fleet 12 still has more than 50 boats and associated members making it one of the largest type fleets in the world. Regularly scheduled raft-ups, socials and meetings make it one of the most collegial fleets around. It would appear that we haven't chased anyone away yet. Volunteers make this organization go and we are very fortunate to have some folks that can be counted on to do their fair share and then some. First, Palmer and Carol Esau produce the very fine *Dockline* newsletter and like others, I look forward to each and every new issue. Thanks for volunteering to continue this work. MaryAnn and Dan Brail served as Cruise Directors last year managing raft-up schedules and raft-up hosts at both ends of the Bay and they have also volunteered to continue in their roles. Bill Nuttall is graciously continuing to serve as Tech Editor with Ron Hill's help and Joan Davies continues to serve as Treasurer. Walt Rupp was volunteered, in absentia, to stay on as our Fleet 12 Historian. I hear no rumblings of mutiny, so I'll hang on for another year, also. These folks have very visible roles and help drive home the point that

this is a volunteer organization that needs and values your participation. Generally, the work isn't hard and won't take too much of your time. The payoff is enormous good fun and camaraderie.

So, what's happened since our last *Dockline*? Well, we had a terrific Fall Meeting sponsored by Jim and Jackie Brener in Old Town Alexandria. The day began with a walking tour that was, by all accounts, just marvelous and a reminder that our area enjoys a seafaring legacy and contribution to the national history that continues today. A big *SALUTE* to Jim and Jackie - *Thanks Again*.

## WONDERFUL TOUR OF OLD TOWN



One of the major events for 2002 is the Spring Meeting, to be held on **March 9<sup>th</sup>** in Rock Hall, Maryland. Joan and Phil Davies will be hosting this assembly and if you attended the last one they ran you will remember that it was a "rip roaring" good time. *See info elsewhere in this Dockline!*

Another landmark event that we have on our calendar is a 20 boat raft-up for **Memorial Day Weekend**. Mark your calendar – **NOW!**

*There is nothing new in this closing paragraph. In fact, it just might become my tag line.*

If you are a new member, or are timid about volunteering, don't worry about being new, just jump on in. Please, volunteer to host a raft-up, social or Spring/Fall meeting, write a **Dockline** article, share a favorite gunkhole location, galley recipe or photo. Maybe a hard won lesson learned could be shared the rest of us can avoid a less than perfect decision. The old salts of the Fleet, and there are a lot of 'em, are ready, willing and able resources to handle any question or to serve as a sounding board for ideas, rules interpretation, seamanship, boat handling, equipment choices and repairs. In fact, it's why the Fleet exists. I'm always available to talk about ideas and to facilitate the sharing of information, so don't hesitate to call or email me. We are joined by the common bonds of boat ownership, sailing and the Chesapeake Bay. Let's make the most of it. Together.

*Thanks and Happy Sailing.*

*Fleet 12 Captain, Mark Rochlin  
IBIS #1338*

All interested Catalina 34 owners are invited to attend our activities. For more information on how to join contact Mark Rochlin, Fleet Captain, at (410) 798-1123 or (301) 261-4446 (canc75@aol.com) or **Dockline** Editors Palmer and Carol Esau (703) 425-7501 (myopa@aol.com).

## Ron's Maintenance Tips

**ELECTRIC DRIPLESS PUMP** My 1988 C34 hull #788 came with a FACET brand fuel pump. When my second FACET pump started to operate intermittently, I began looking for a replacement. First I looked for a rebuild kit—no such luck as it's not rebuildable. The FACET is a NAPA #BK.6101011 made by Balkamp and cost over \$100.

Since this was my second pump to go bad I thought it might be time to change manufacturers. I found another NAPA electric fuel pump #P74029 for half the price at \$55.49. Its specifications are low pressure (5.4 to 7.2 pounds) with a flow rate of 16.8 gal/hour. It's made for NAPA by CARTER who also makes carburetors. The Carter pump accepts the same 3/8" fuel hose, but the hose geometry is slightly different. It can be mounted in the same place as the old FACET. To my surprise the installation diagram calls for an inline fuse. I then realized that the FACET factory installation on my C34 is NOT FUSED. So, even if your electric fuel pump is working fine, I'd recommend installing an inline 10AMP fuse as a "just in case."

**ALDER BABOUR FRIDGE** This fall Phyllis told me that the freezer compartment wasn't keeping everything frozen solid as it had for 12 years. I looked at it and decided to defrost the freezer the next time we were plugged into shore power. As we finished unloading the freezer compartment, I saw that the bottom had fallen down on the aft side! It was only held in by the two forward pop rivets. Closer examination showed that the bottom two aft rivets were mated to the outside which had "keyholes." The front bottom and outside both had holes for the rivets so no problem. Over the years as the aft rivets loosened up on the bottom side and slid down through the keyhole slots. The fix was easy. I detached the freezer from the fridge wall GINGERLY so I didn't crimp or break the coolant lines. I drilled and pop riveted two new attaching holes in the bottom aft side and added a third in the center. I also did the same on each end and added a third to the middle of the front. The bottom is now attached with 8 rather than 4 pop rivets. Why the key holes in the aft outside? Your guess is as good as mine. I mentioned it to Dee Winchell, Dave Ewing and one of their friends who all said, "Yes, that also happened to us!" You might want to add a couple of pop rivets to yours before the bottom falls out. If you don't have a pop rivet gun, a couple of small bolts and self-locking nuts will do.

**COLD WEATHER STARTING** It's a good idea to let the engine turn over a few times in cold weather to get the lubrication going before "ignition." With a diesel engine there are a couple of

ways to do this. If you have a M25 or M25XP, you can engage the decompression lever while turning over the engine with the starter. Another way for the M25, M25XP, and M35 engines is to pull out the fuel cut off and engage the starter. It still allows the engine to turn over without "ignition." You can also turn the drive belt by hand or by using a 1-1/8" deep well socket in the spline of the drive pulley and use a ratchet. I use this procedure if I've been away from the boat for over two weeks and especially on the first start up in the spring.

**HANDY TOOLS** Stop bending the lids on your paint cans by using a screwdriver. If you can't find a paint store that will give you a paint can opener free, you can buy one for 49 cents. It has a crimped end that goes way under the lid rather than prying it off on the outside lip with a screwdriver. The ones I've seen usually have a bottle opener on the opposite end for other purposes.

Another must tool on a boat is a belt tensioning tool. It takes all the work and "fun" out of using long screwdrivers and 2 x 4s to tension the drive belt. The tool has two concave adaptors that fit into the inside of each pulley. The center shaft drives left and right handed threaded shafts to each adaptor. Turn the center one way (like a turn buckle) and it tightens and the other direction it loosens. Changing a belt is now a one person task and they're available at almost any automotive store for under \$10.

**LIGHTED PROPANE SWITCH** The retaining spring in my lighted propane rocker switch quit. No consolation that the switch still worked because you had to hold it "on" to get fuel to the stove/oven. My 1988 panel has larger rocker switches than some of the later C34s. Much to my dismay I found that Seaward no longer stocked my size lighted switch. All of the automotive and marine catalog switches I found were too small for the larger hole. I temporarily wired the propane into one of the spare switches on the panel until I could find a lighted one. Finally found a Sea Dog brand lighted switch to fill the 1/2" x 1-1/8" cut out. The Sea Dog part # is 420441-1 if you need one. Their web site is [www.sea-dog.com](http://www.sea-dog.com).

*Ron Hill*

*Apache #788*

*It is time to begin planning for all the work to be performed in preparation for the spring launch of your boat.*

### THE JOYS OF EARLY SPRING



*A little cosmetic work and you'll be out sailing in no time.*

### *Report on October 13-14, 2001 Raft-Up in Rollin's Cove in Saint Leonard's Creek*

*Cheers* had not heard from any other boat that Saturday, so we figured we'd have a quiet evening by ourselves in Rollin's Cove. The wind was light and the temperatures were warm for mid October. We love to sail up the Patuxent River and put the hook down in this well known anchorage. This is the lovely spot where blue herons fish and we can watch the cows come down from the field to drink!

After we arrived and settled in we were pleased to have two other Catalina 34's come on into the Cove to join us for the night! *Quintet* with Gene and Lois Norris followed by Hank and Susan Recla on *Bay Tripper*! We then proceeded to have the camaraderie and happy hour snacks that make our Fleet 12 the BEST on the Bay!

*Carol & Palmer Esau Cheers #471*



# SPRING MEETING

9002

March 9<sup>th</sup>

Catalina 34 Association  
Fleet 12

Swan Point Inn  
Rock Hall, MD  
410-639-2500

## Agenda

The meeting will consist of the usual activities and agenda as follows:

2:00 to 3:30	Arrival, tall tales and other stories of the season.
3:30 to 4:30	Speaker
4:30 to 5:30	Business meeting
5:30 to 6:30	Free time
6:30	Dinner

The speaker (probably) will be someone from the Sultana organization to talk about the building of the ship and its program. The Schooner Sultana was completed and launched last year in Chestertown. She is an educational ship making the rounds of the Chesapeake Bay. Sultana is a historically accurate reproduction of an 18th century schooner originally used by the British Royal Navy to enforce the tea taxes along the coast of North America from 1768 to 1772.

**There will be a nautically-oriented exercise during the meeting and prizes awarded.**

*The Swan Point Inn is located at Route 20 (Rock Hall Avenue) and Coleman Road in Rock Hall. For those who have been to some of Rock Hall's marinas, it is within easy walking distance of the Osprey Point Marina, Swan Creek Marina and Haven Harbour.*

*There are several bed and breakfasts in Rock Hall and one motel. None were willing to offer a discount if we took all the rooms and only Swan Haven mentioned a winter discount. They must figure they will rent the rooms to those who are down getting their boats ready for the spring whether we book them or not.*

*The Swan Point Inn has four rooms and was quoting \$86.40 for three of the rooms and \$75.60 for the fourth, which is smaller. The rates included taxes. (410 639-2500).*

*The Swan Haven is a bed and breakfast located next to and East of Haven Harbour on Rock Hall Avenue. It is also within walking distance of the Swan Point Inn, although the walk is a little longer. It has seven rooms. I'm told we can get a 15% winter discount off their regular rates. Regular rates in the summer run from \$98 to \$138. (410 639-2527)*

*The Osprey Point Inn and Marina has seven rooms. We had a Fall meeting there many years ago. The rates tend to be higher than the other B&B's but it is very nice and a great location. (410 639-2194)*

*The Moonlight Bay Inn and Marina has 10 rooms and overlooks the entrance to Swan Creek. Its prices are comparable to the Osprey Point Inn and it is just as nice. (410 639-2660)*

*The Mariner's Motel is located closer to the Rock Hall Harbor, although still quite close to the meeting site, and is an older motel. (410 639-2291) Rates will be \$75.00 per room.*

*All rates are subject to applicable taxes except as noted. B&Bs offer the advantage of breakfast in the morning, as the options in Rock Hall are limited.*

*Call or email Phil or Joan Davies for further information. [jcdavies@mailserver.princeton.edu](mailto:jcdavies@mailserver.princeton.edu)  
503-383-8051*