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DOCKLINE



Volume 12 Issue 4

Catalina 34 Fleet 12 Chesapeake Bay

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FLEET CAPTAIN'S SIGNAL

Sailors on the Chesapeake Bay are on the water and enjoying the finest sailing conditions of the entire season. Some of us love the spring, with its gusty cool air that brings the promise of the hot summer to follow. But, as I've said before, give me the fall and the Chesapeake Bay. The end of summer and the start of the fall are seeing cool, dry, fresh breezes that are taking Fleet 12 members to their favorite destinations in high style. Managed by MaryAnn and Dan Brail an active raft-up schedule begun in May is in full swing and an integral part of the Fleet social calendar. Walt and Jan Rupp are working on our fall meeting slated for historic Saint Mary's Maryland. Walt and Jan need your responses yesterday so that we can satisfy the facility managers that we'll have at least 50 folks attending. True to form this promises to another fun packed event with plenty of time to swap sea stories and to catch up with friends. Jan and Walt are veterans when it comes to hosting these events and know their stuff. Continuing with the "fun" theme, one of the things that I'd like to try to do AGAIN this next year is a raft-up that has thirty percent, or more, of the fleet in attendance. So, please think about dates and someplace fairly central, where we can get together. While our four to six boat raft-ups are great fun, what a party we'd have with fifteen to twenty or so boats. At the last fall meeting we roundly dismissed the idea of hosting the 2001 National Regatta, but some of our Fleet members have suggested alternatives for us to consider and the National staff is after us again to do something. I've asked some of the other Fleet Captains if they are interested in co-sponsorship, but so far no one is beating down my door to help. One more boat has been added to the Fleet 12 roster and I hear tell that a second is promising to register soon. Sadly, we have retired two boats and their crews from our active rolls. If you see a C34 crew on the Bay and they aren't members, please, encourage

them to visit, call or join Fleet 12 at any event we have. If my arithmetic hasn't failed, this takes us to 54 boats and crews serving as testament to the close bonds among Fleet 12, Chesapeake Bay, C34 sailors.
Happy Sailing! Mark
Fleet 12 Captain
Mark Rochlin, IBIS #1338

All interested Catalina 34 owners are invited to attend our activities. For more information contact Mark Rochlin, Fleet Captain, (410) 798-1123 or (301) 261-4446 (cane75@aol.com)

New Editors for the Dockline

Jim Brener and Jackie Martin have volunteered to be our new Editors starting with the next *Dockline* in January. They will continue to publish and mail quarterly to all paid up members. Please give them your support and mail them relevant material (stories, jokes, recipes, cartoons and raft-up articles)! *Don't forget the Dockline is sent out in January, April, July and October!*

Call or write them:
10733 Anita Drive
Mason Neck, VA 22079
703-550-2413
jbrener@erols.com

Thank You, Jim and Jackie!

Don't Forget!

Fall Meeting at St. Mary's College in
Maryland on November 2, 2002.

1:30 pm - 9 pm Dinner served 5 - 6 pm!

Contact Walt or Janet Rupp 301-863-0175
jrupp@chesapeake.net

Ron's Maintenance Tips

GREAT GLUE. If you haven't tried "5 Minute Epoxy," I strongly recommend it. At moderate temperatures (in the 70's) it will harden in the 5 minutes as advertised. Mix it 50%/50% as you would with regular Epoxy. I've drilled a hole through a repair, but I did wait about 30 minutes. It's also great for making repairs in the winter. The curing time when it's cold is a bit longer. Much easier to work with than super glue, it is more flexible and I believe it is also stronger. Good stuff!

CLAMPS AND HOSES. Hose clamps tend to cut into a hose, especially the small clamps on fuel lines. I found that a couple of wraps of black electrical tape act as a buffer and help prevent the clamp from chewing into the "rubber." Also follow the "just snug" rule so you don't over tighten.

STANDARD OR TALL RIG? No need to go to the top with a tape measure. You can call the factory and they'll tell you the size mast that came with your boat when it was produced. There's also an easier way - your mast will tell you! Catalina purchases masts for C30, C34 and C36 production lines in lots of several masts that are delivered at the same time. The C30 tall rig is nearly the same length as the C34 standard and the C34 tall rig is nearly the same length as the C36 standard. To insure that the proper mast gets to the proper hull number and that the new owner gets the "tall rig" he paid extra for, Charleston Spars identifies each mast. Look at the base of your mast in the mainsail track and you'll find a tape (mine is black) with numbers and letters. The first series of numbers is the serial number of the mast followed by the boat size. Next is a letter noting whether the mast is standard or tall rig. Last is the hull number of the boat. My mast tape reads 227363C34S788.

CABLE COVERS. I like to use the split white tubular covers on the shroud lines to protect the sails and genoa sheet lines. To ensure that the sheet line does not wear a hole in the plastic covers, make sure that they turn/roll. Get them at least one size larger than the 1/19 shroud wire they cover or they will not

roll. Also, the larger size is less apt to catch and trap dirt. A good annual check is to remove the covers (when it's warm) and run a piece of Kleenex in the palm of your hand down the length of the shroud line to see if you catch any "fish hooks" (a broken wire strand).

CLOGGED SHOWER DRAIN. Hair and junk tend to get into the one-way valve that is mounted in between the drain and the pump. The first indication usually is that water will flow back into the head floor after pumping it out. Remove that one-way valve and disassemble it. You'll probably find debris in it. Clean it out and pop off the circular spring clip that holds the rubber diaphragm in place with a small flat tip screwdriver. Lubricate the diaphragm with silicone, REVERSE IT, and reassemble. Turning it upside down will add life and get you a better seal. I also cut a 1" square of nylon screening and place it between the hose and inlet of the one-way valve. Check to insure the flow arrow is in the correct direction. I also took a circular piece of aluminum screen and caulked it over the top of the drain in the floor. It's much finer and catches most of the junk before it gets to the one-way valve.

Ron Hill
APACHE #788

Catalina 2002 Rendezvous Zahniser's Marina - Solomons Island



C34 friends meet at poolside!