

Weather Report:
Blue Skies, Puffy Clouds
Temperature: 82 Degrees
Wind: West, 14 knots

DOCKLINE



FEBRUARY 2003

FLEET 12 CHESAPEAKE BAY

VOLUME 13

FLEET CAPTAIN'S SIGNAL

It's cold. Really, cold. So cold in fact that I found myself wandering around the marina and avoiding anything on the boat that remotely resembled work. What I could not avoid was thinking about the sailing season to come and what great fun and warmth Spring will bring. As soon as I started thinking about the Spring, I started to think of Fleet 12 activities. One of the premier events of our sailing season is the Spring meeting. Dave and Carol Thelen are setting up this event and found elsewhere in this issue of the restaurant has limited participation in the meal portion to first come, first served. Of welcome to attend the business meeting we'll work on the raft-ideas, dates, and locations.

Before I get too far, I want to again for the terrific fall Mary's College. (See Page 7) enjoyed by everyone who

So without any more rambling, around the corner. I can't

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, e-mail: cane75@aol.com



coordinating information is Dockline. Please note that capacity and that of the event will be limited course, everyone is meeting. At the Spring up schedule, so bring your

thank Janet and Walt Rupp meeting at historic St. What a wonderful event, attended.

the first sail of the year is wait. Darn, it's cold.

We are sad to report that Gene Chalmers passed away January 25, 2003, after a long illness with cancer. A visitation and a memorial service was held on January 29 at Jackson Funeral Home in Westmont, New Jersey. Donations in lieu of flowers may be sent to Samaritan Hospice, Suite 300, 5 Eves Drive, Marlton, New Jersey 08053-3101; 856-596-1600.

NEW EDITORS FOR THE DOCKLINE

This is our first edition as editors for the *Dockline*. We encourage you to send us relevant material (stories, jokes, recipes, cartoons, items/boats for sale, raft-up articles, personal news (you sold your boat, bought a bigger one, had a baby, have a new grandchild), favorite anchorage and how to get there or what happened when you went there, story of how you installed something creative, interesting, different in your boat that others would be interested in knowing about, and pictures for publication. The next deadline for articles will be April 24, 2003. We will try our best to have the newsletter in the mail by the end of the month. At the Spring meeting we will poll the members to see if they would like the newsletter via email rather than snail mail.

Call or write:

Jackie & Jim Brener

10733 Anita Drive

Mason Neck, VA 22079

703-550-2413

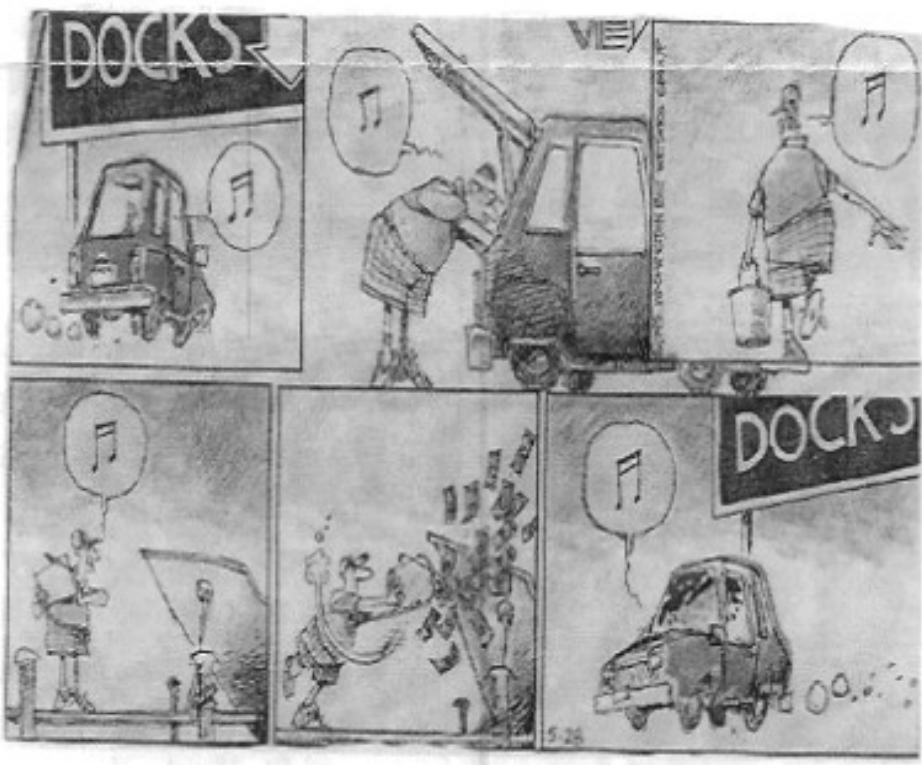
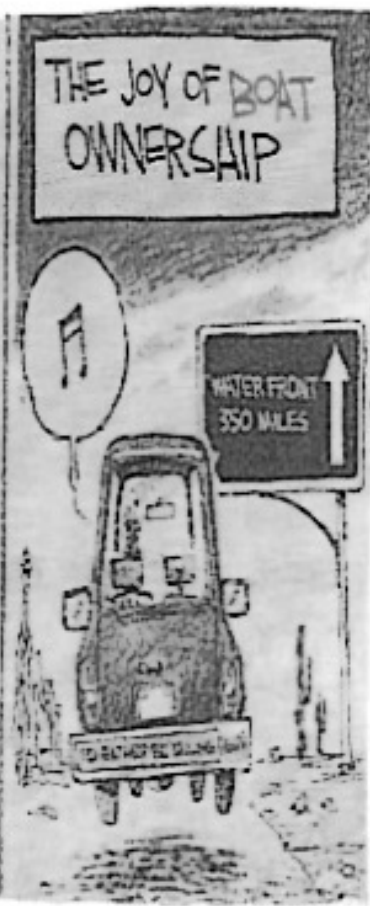
jbrener@erols.com

Don't forget

Spring Meeting in Galesville, March 15, 2003.

2:00 p.m. — Social Hour — Dinner served 5 — 6:30 PM!

(Details on Page 6)



ST. MARY'S, MD - SCENE OF FALL MEETING

The C34, Fleet 12 Fall 2002 Meeting was held November 2 at St. Mary's College in St. Mary's, Maryland. Walt and Janet Rupp put together a fun, informative, and enjoyable day for the 46 members who attended. The meeting began with a Social Hour followed by the business meeting. Mark Rochlin presented the slate of officers for the coming year:

Fleet Captain: Mark Rochlin

Treasurer and Secretary: Joan Davies

Raft-Up Chairman: Dan and Maryann

Brail

These people were unanimously elected. It was decided during the Business Meeting that the schedule of 2003 raft-ups would be discussed at the Spring meeting. Mark Rochlin also presented the resigning editors of the "Dockline", Carol and Palmer Esau with a gift for their years of outstanding service in providing the Club with our newsletter. The gift was not opened immediately, but it appeared to be a bottle of something.

The Business Meeting was followed by a presentation by Susan Dean, Manager of Solomons, MD West Marine and two other employees of West Marine. They showed the

By Jackie Martin, Wind Spirit

members the latest in foul weather clothing and electronics. One of the gentlemen also gave a very informative talk about his experiences on the Intercoastal Waterway.

The presentation was followed by a delicious buffet dinner of chicken, fish, and roast beef and other goodies.

HISTORICAL ST. MARY'S

As Jim and I (Dockline editors) arrived on Saturday and followed the directions to the meeting we looked everywhere for the town of St. Mary's. We knew that there was a town because it had once been the capitol of Maryland. But all we saw was the beautiful river and St. Mary's college. We did see strange structures in a field along the road, but we had no idea what they were. We were looking forward to seeing "historical" St. Mary's, but when we asked a group of revelers at the meeting where the town of St. Mary's is, they hooted and hawed, laughing hysterically. We didn't understand the joke. Someone finally informed us that there no longer is a town of St. Mary's. In the 17th century the capitol of Maryland was moved to Annapolis, and everyone left St. Mary's. Over the years

all of the buildings had been razed, and eventually there was nothing left of the original village.

Jim and I did not know any of this, of course, on Saturday, so on Sunday morning we set out to visit the re-erected village of St. Mary's. We found it on a bluff by the edge of the St. Mary's River. We located the reconstructed State House of 1676, Smith's Ordinary, and a museum shop. We learned that in 1966 archeological digs were begun to locate the buildings of the first capitol of Maryland. Since the 1960's the Historical Foundation has erected the buildings that we saw as reconstructions of the original buildings. The original buildings were built on poles set into the ground, so the foundations have disappeared. The story of how the archeologists have been able to ascertain the locations of the buildings by testing the soil in many areas is fascinating.

The Foundation has also reconstructed the ship, "The Dove", and it is located at the dock at the bottom of the embankment from the "State House". Unfortunately, the ship was being "winterized" on that Sunday, and we were not able to go aboard, but it was very picturesque as it sat there at the dock on the St. Mary's River. It was easy to imagine the 150 or so settlers coming up this beautiful river to locate their settlement.

As we gazed out over the river, embellished in Fall foliage, Jim and I decided that we would be back by boat next year. Since some of the buildings and the ship were closed up for the winter, we'll plan our trip earlier than November. As some other Fleet 12 members have already done, we will anchor out, dinghy in, climb the hill to the College dining room, and have lunch. Maybe we'll see you there.

NOTICE

We need correct and current e-mail addresses for all members who have e-mail. From time to time, we may want to e-mail something to you. We sent an e-mail out to all members in January. If you did not receive an e-mail it is because (1) you do not have e-mail, (2) your e-mail address was incorrect in our Fleet Membership Roster. (We received about 6 e-mail's back because the address was incorrect.) If you do have e-mail, and you did not receive an e-mail from Jackie and Jim Brener, please notify us of your e-mail address at jbrener@erols.com. Thank you.

IN THE NEWS

De Winchell and Dave Ewing were honored guests at the Fall Fleet 12 Meeting. (Dave is a past Fleet 12 Captain, and Dave and De spent several years living and cruising on their C34 "Cherette.") They have now sold "Cherette" and bought a house in Annapolis. Some of you probably saw Dave at the Annapolis Boat Show as a Host for new Catalina yachts.

Planning to retire in a couple of years, *Carol and Palmer Esau* have sold their C34, "Cheers" and have ordered a new, bigger Beneteau sailboat. They hope to spend much of their retirement time in Florida and the Bahamas, and buying a new boat was the first step in getting ready to go south.

Speaking of traveling down the ICW, *Dan and Maryann Brail* left the Annapolis area around the middle of October venturing to Florida and the Bahamas. (See their story on Page 10.)

The Catalina Yacht 34, "Stardust", owned by *Warren and Susan Cook* is For Sale. Warren and Susan informed your editors that they are planning "a lot of land travel" this year and hope to have the boat sold by Spring. Warren and Susan are also celebrating because their son received his Ph.D. in Electrical Engineering at Purdue University. Way to go, Son Cook!

Eugene and Lois Norris have a new address. They notified us that they are living permanently in the Solomons area. Congratulations to them!

RON'S MAINTENANCE TIPS

By Ron Hill
Apache #788

REINFORCED HOSE. There are basically two types of this hose, wire reinforced and nylon/fabric reinforced. There's quite a price difference per foot so where should the cheaper hose not be used? The cheaper nylon/fabric reinforced should never be used where the hose makes a sharp turn of more than 30-45 degrees or on the suction side of a pump (especially if the fluid is hot). With every rule there is an exception. The C-34 fresh water System has the pump located lower than the tanks (gravity feed to the pump) and cool water. The nylon/fabric type hose has a tendency to partially collapse when bent in acute turns and with high suction. The wire reinforced will not collapse under heat or pressure/suction and holds its diameter in very sharp turns. That's why it is installed on the intake side of the Oberdorfer/Sherwood from the thru hull to that pump. Also it is used throughout the internal engine coolant system. When I bought new hose to go from the Oberdorfer/Sherwood pump output side to the heat exchanger, I used the nylon reinforced and also have it on the output from the anti-siphon to the nipple on the exhaust riser. The nylon isn't as stiff as the wire reinforced and I suspect that stiffer hose only adds to the vibration/pressure transmitted to that nipple weld joint. In all installations, use the shallowest turn radius possible.

BRAIDED ANCHOR RODE. I wrote an article for the November 2002 Mainsheet on how to install anchor rode length markers. I completely forgot to state braided line advantages. It's more expensive, but stronger than the same diameter three-strand. However, the biggest advantage I've found is that after years of use it still stays nimble and flexible. After being "dipped" in salt water, nylon 3 strand line becomes stiff and hard to store/stuff in the anchor locker. I usually wash dock lines in our washer, but figured Phyllis would object to as heavy a load as a long anchor line. So, last year I took my 200 feet of "braided line to a coin laundry. I put it in a large front-loading machine with some detergent and went next door to have a cup of coffee. I also wanted to be out of there in case the machine started jumping around. When I returned, a half dozen ladies were standing in front of the machine looking through the glass door at my red, white and blue anchor line being tossed about. They couldn't figure out what was in that machine. One lady looked at me and asked, "spaghetti"? The line came out soft and looked like it was brand new. I put it in the dryer at home to dry with some "Bounce"!

HEADS UP ALERT. In case you missed it, there is a new U.S. Coast Guard regulation starting 1 Jan 2003. The new law requires children under 13

years old aboard recreational vessels to wear personal flotation devices (PFDs) while a vessel is under way. When children are in an enclosed cabin space they will not be required to wear PFDs (cockpit with life lines does not count!!). Violation of the new regulation carries a maximum penalty of \$1100, with a recommended penalty of between \$50 and \$250 for each violation. Any state law will have precedence if the state law is less than the Federal. *(According to Chesapeake Bay Magazine, February 2003, the U.S. Coast Guard Regulation only applies to states that do not have child life jacket laws of their own. Virginia does not. However in Maryland (according to the magazine, "...only children under 7 or boats under 21' in length are required to wear life jackets.")*

SOSPENDERS RECALL. The USCG announced a Safety Recall (8-28-2002) of SOS Inc. Inflatable Life Jackets equipped with the Hammer Model MA1

Manual/AUTOMATIC Inflation Cap. If it states "Inspected" on the Hammer assembly cap it's okay, but if there is no "Inspected" marking, the unit should be returned. Contact SOS Inc. Customer Service at (800) 858-5876 or follow the procedures at www.sospenders.com

DINGY REGULATIONS. As soon as you place a motor on your dink, the regulations change. If you are in International waters, the single white light at night will suffice. However, in U.S. Coastal and Inland Waters Federal Regulations (page 23) stipulate a red and green 90-degree bow light and a 360-degree white light in the stern. Also all children under the age of 7 must wear an approved USCG PFD while under way on a recreational vessel under 21 feet in length on Maryland waters. I've noted that the Maryland DNR takes great pleasure in enforcing these regulations.

HERRING BAY – NO DISCHARGE ZONE

Herring Bay has been declared a No-Discharge Zone. Henceforth, you may not dump effluence and waste in this area of the Bay! This is whether or not your waste has been treated. Herring Bay is located on the Western shore of the Bay, mid way between Annapolis and Solomons, due east of Washington, DC.

CATALINA 34 FLEET 12 SPRING MEETING

MARCH 15, 2003

STEAMBOAT LANDING RESTAURANT, GALESVILLE, MARYLAND

2:00 P.M. - SOCIAL HOUR

3:00 P.M. - CLUB SPEAKER

4:00 P.M. - GUEST SPEAKER

5:00 P.M. DINNER

**ACCOMMODATIONS AVAILABLE AT PIRATES COVE OR TOPSIDE INN,
GALESVILLE, MD OR HERRINGTON HARBOR INN, FRIENDSHIP, MD**

MORE INFORMATION COMING IN THE MAIL!

DINNER RESERVATION

(Deadline for Reservation: March 1)

NAME _____

NUMBER OF PEOPLE ATTENDING _____

SELECT ONE OF THE FOLLOWING FOR EACH PERSON ATTENDING: (Include potato or rice).

NUMBER

PRIME RIB: _____

CHICKEN: _____

SALMON _____

Send your check for \$23.00 per person payable to Carol Thelen. Mail to:

Carol Thelen, 5584 April Journey, Columbia, MD 21044

ADVENTURE ON THE ICW

By Dan and Maryann Brail. Boomer

After years of anticipation and much last minute provisioning we headed south the Friday after the Annapolis Boat Show. The primary changes to the boat for our trip included the addition of dinghy davits, larger batteries, and a high output alternator. We also had new canvas put on the boat and installed a three-bladed fixed prop. The rear push pit was strengthened with extra tubing to take the additional weight of the Avon inflatable and our two outboard motors. The aft cabin is being used as storage with laundry baskets holding our clothes. Our boat came with reverse cycle air conditioning that can provide heat or air conditioning as long as we are connected to shore power.

The one improvement we regret not having is a cockpit enclosure. If we had known how cold the trip to Florida was going to be, we would have had added this to our list.

The first day we motored in cool, clear weather down the Bay to Solomon's Island from the Magothy River. We were able to sail much of the lower Bay pushed by a northeast wind. Bob and Jane Bierly were kind enough to offer the use of their dock, and we had a lovely dinner with them and spent the evening discussing our trip.

The trip past Norfolk and through the Great Dismal Swamp was delightful. We spent several

days in Elizabeth City, NC waiting for the weather to clear before crossing the Albemarle Sound. Our two parties with the Rose Baddies allowed us to meet other cruisers who we would meet again many times later in our trip.

Except for layover days in Oriental, NC and Charleston, SC, we traveled from 30 to 50 miles a day to get south to the warmer weather. The route was a mixture of sounds, rivers, canals and ocean inlets. Other boats equipped with electronic charts intergraded with GPS were impressed with our ability to navigate the twists and turns of the intercoastal. Our secret tool was Chart Tracker, a Cliff's Note version of a chart and something like navigation for dummies book, which worked very well for newbies like us.

At Charleston a large number of boats were held up because of the weather. When we left Charleston, we proceeded through the drawbridge with at least thirty other sailboats. Later in the day it seemed to progress into a race to get to the best anchorage spot first.

A section of the ICW just above Myrtle Beach, SC known as the Rock Pile is a three-mile section that is very narrow and lined with rock ledges. Most cruising guides warn of trying to pass any commercial vessels in this area. We were traveling behind a large sailboat that tried

to pass a barge, and we watched as the suction from the tug's huge propellers sucked the impatient sailboat into the side of the tug. The sailboat narrowly missed a rock ledge and a northbound motorboat.

Of the three of us, our dog Skipper is having the best time. One problem during our trip south was finding places to land our dog. Georgia was especially difficult. While other sailboats had the option of anchoring anywhere, we had to carefully plan our distances and stops. We stayed at marinas more than we had planned because it made our lives much easier.

We met three other Catalina 34's headed south. Summer Breeze was from Absocon, NJ and Turning Point was from Ohio. Both these boats had made the trip the previous year. They left in October last year and returned home in May. With four months turn around time, they were again headed south. The third Catalina 34 was moving from Deltaville to Long Boat Key in Florida. Almost everyone we met has made the trip down the intercoastal more than once. When we were cold and wet in North Carolina, we could not understand why anyone would want to make this trip, but after arriving in Florida and enjoying many nice days, Maryann is ready to sell the house and move aboard full time.

At this time we are at a mooring in Stuart, Florida. We have just bought a little Honda generator to keep the batteries charged and to provide electricity for other things. After the holidays we are planning to head to the Keys and will try for the Bahamas in February.

After three weeks we finally left our mooring ball at Stuart on Sunday, January 5th. Our biggest problem in Stuart was keeping our batteries charged. We purchased a portable Honda generator that allows us to recharge the batteries without running the boat's motor. We can now also run the vacuum cleaner, electric stove and electric heater. Unfortunately, all the use of electricity wore out our somewhat old batteries and we had to replace our battery bank. The dock master loaned us his car and we were able to buy three very heavy, deep cycle marine batteries. The Honda generator allowed us to start the boat motor so that we could motor to the dock to transfer batteries.

The cruising guides warn of traveling south of Stuart on the ICW during the weekend. We found out why when we left on a cool Sunday morning. At a certain point going south in Florida you run into people with more money than brains. As we approached Palm Beach we were passed by many 50-foot express cruisers who tried to maximum the height of their bow waves. The narrow channel lined with concrete seawalls would bounce the waves back and forth many times. Our heavily laden boat with a 5,500 lb. lead keel took the waves well and Skipper stayed dry. We had a passing thought of anchoring in Lake Worth, a good jump off point for the Bahamas, but the large number of boats closely anchored dissuaded us.

On Monday we had fewer motorboats but many drawbridges, twelve to be exact, as we headed for Fort Lauderdale. We met up with two men on a 44-foot sailboat trying to get to Fort Lauderdale by 5:00 PM that evening. Another

rule of cruising is "never keep a schedule". To make time they had gone outside in the ocean. The Gulf Stream was running north near the shore. When they ran out of fuel they had to sail. At one point they sailed three hours against the current and made no progress. After twenty-four hours they were able to get into a marina to refuel. We were in their company as they tried to cajole bridge tenders into opening drawbridges as they approached. In this section of the ICW many drawbridges only open at a predetermined time. After each bridge opening they would race away at full throttle. The person steering the boat was continually talking on the VHF radio to everybody to the point of embarrassment. We eventually caught up with the boat when his inattention and tiredness allowed him to hit a day mark. The channel marks down here are mounted on steel girders. Fortunately, it was not a direct hit, only thirty feet of damage to the toe rail and gel coat. They slowed down and were much quieter after their accident.

On Tuesday we quickly passed through Fort Lauderdale as large boats, tugs and freighters came at us from different directions. After another twelve drawbridges we made it to North Miami. After many phone calls Maryann was able to find a very nice marina on Treasure Island in the middle of Biscayne Bay. The only cost effective way to stay at a marina is to get a monthly rate. The marine is very attractive and is part of an upscale hotel/apartment complex. Many little stores and good restaurants are close by. Mass transportation is good. We are one bus ride away from South Beach and the Art Deco area. As we rest and do boat maintenance

we are expecting company from friends and relatives.

Just after we committed to staying at the marina for a month, a large, good weather window opened up to the Bahamas. Another boat we were cruising with, Easy Time, made the crossing without problems. We hope to meet with our cruising buddies in Marsh Harbor, Bahamas in February. Meanwhile, we will be eating Cuban sandwiches and swimming in the beautiful heated pool on the roof at the marina.