

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

DOCKLINE



Volume 13 Issue 3

Catalina 34 Fleet 12 Chesapeake Bay

August, 2003

FLEET CAPTAIN'S SIGNAL

Rain, rain go away. Come again another day, preferably Monday through Thursday. It's been awful weekend sailing weather this Spring and Summer. Raft-ups cancelled, inadvertent cold-water swims, storms that cause raft-ups to break up, missed opportunities. Ugh. Undaunted, we still have half a sailing season in front of us. Ron Hill has finalized the remainder of the season's raft-up schedule (See Page 5). Please contact Ron with times and locations if you would be interested in serving as a host. The *Dockline* remains under the stewardship of Jackie Martin and Jim Brener.

Please send them articles that will be of general interest to the fleet membership; galley recipes, favorite anchorages, recent lessons learned from seamanship or maintenance or whatever. The Fall Meeting is being arranged by Ross and Louisa Ford and will be held in Williamsburg, Virginia. (See Page 7 for further details.) We also have a volunteer to host the Spring Meeting. Those details are forthcoming. We are still seeking an individual or a corporate sponsor to host a Fleet 12 website. If you are interested in helping with or leading this project, please let me know. You may recall that at the Spring Meeting volunteers weren't exactly beating down the doors to do this. As always, this is a volunteer organization that needs and values your contributions. See you soon. Mark



A NEW LOCATION FOR THE CRAB FEAST

by Hank Recla, Bay-Tripper #954

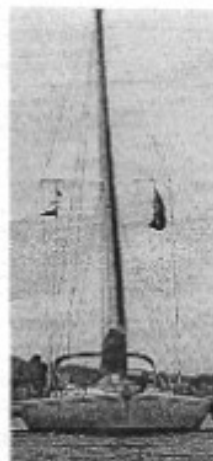
On July 26 this summer's crab feast event was held on Mill Creek in California, Maryland, located just a little North of the Route 4 bridge. We hosted the Feast on land owned by our good friends, Greg and Debbie Shields, who were gracious enough to let us eat and play on their point of land with a spectacular view of the Patuxent River. Five boats sailed in, *Irish Lady*, *Bay-Tripper*, *First Point of Aries*, *So Fine*, and *Cheers*. Other Fleet 12 members came by land. Forty-four members and guests enjoyed fine camaraderie, crabs, chicken, drink, swimming in the creek, kayaking, and tours on *Cheers*. The weather was beautiful and everyone had a wonderful time.



A GOOD TIME WAS HAD BY ALL AT MEMORIAL DAY RAFT-UP IN BABY OWL COVE

By Ron and Phyllis
Hill, Apache #788

Not too much to report except that it rained Friday, Saturday, and Sunday. On Monday and Tuesday it was more of the same. Lesson learned: Bring great hors d'oeuvres to a raft up, as you may have to eat them all yourself! I hope no one in Fleet 12 surpasses my record of being the "LONE RANGER" at three raft-ups.



EDITOR GOOFED!

In the last issue of *Dockline*, your editor reported that Lou Berman had moved from West Virginia to Easton. The Bermans were actually only getting ready to move. They are actually moving in August to Easton from New Jersey, not West Virginia, and plan to attend the Fall Meeting of Fleet 12. My apologies are extended to the Berman's for reporting this incorrectly.

PERFECT PARTNER IN THE WATER

Joan Davies reports that The Fleet received Thank You notes from Dollie Chambers, the Chambers Family and the Samaritan Hospice for our gift in memory of Gene Chambers. *Perfect Partner*, the Chambers' boat, is in the water at Haven Harbor Marina in Rock Hall for the first time in over two years. The family promised Dollie to ready *Perfect Partner* for sailing again!

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Catalina 34 Fleet 12 Dues Report

**DUES, DUES, DUES ARE PAST
DUE!**

**BUT DEFINITELY DUE NO LATER THAN
OCTOBER 1ST, 2003
FOR THE YEAR 2002-2003**

**ANYONE WHO HAS NOT PAID HIS OR HER FLEET 12 DUES BY THE ABOVE DATE
WILL REMOVED FROM THE FLEET 12 MEMBERSHIP ROSTER. IT WILL BE ASSUMED
THAT YOU ARE NO LONGER INTERESTED IN BEING A MEMBER OF FLEET 12.**

**DUES FOR YEAR 2004 ARE DUE
January 1st 2004 or no later than the Spring Meeting!**

**IF YOU HAVE QUESTIONS, PLEASE CONTACT JOAN DAVIES,
SECRETARY/TREASURER AT: jedavics@retiree.princeton.edu or:
Thom Hill Road, P.O. Box 573, Jackson, New Hampshire 03846,**

EXCITING FLEET 12 RHODE RIVER RAFT-UP ON JUNE 21

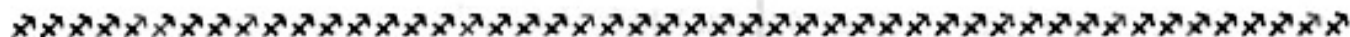
by Jaap Kaper

This is a (not too short) report about the 4th scheduled raft-up of Fleet 12 in 2003. The first raft-up on May 17 (which also served as diving practice for Hank Recla), was also in Rhode River. That well-attended event (8 boats) had as its most important virtue that it was at least rain-free. Due to our unusually wet spring there hasn't been a dry raft-up weekend since. It rained on May 25, the date for Ron Hill's raft-up. Although I haven't inquired with Ron, I doubt anybody made it to Baby Owl cove. I only know of an attempt of one boat (First Point of Aries) to get there, which was thwarted by the lousy weather conditions. Then of course came June 7th, Bill Nuttall's raft-up in Bodkin creek, which had to be canceled due to horrible weather. Two weeks later it was to be our turn in Ridout creek off Whitehall creek near Annapolis. During the week preceding June 21 the weather predictions for that weekend sounded awfully wet too. In order to try to save as much as possible of even a partially wet Saturday, I decided to move the event to the Rhode river, which was much closer to where Sea Rover is berthed. This had the advantage that possible last-minute back-up plans could still be activated if any boats would show up. Although it would be farther for some boats to come to the Rhode River, for others it would be closer. Four boats had indicated their intentions to attend: Proxit with Bill and Dot Beck, Irish Lady with Bill and Kathy Nuttall. Boomer with Dan and Maryanne Brail, and last but not least our fleet captain Mark Rochlin and Evelyn on Ibis. When June 21st rolled around Ernestine and I headed out to the marina with everything that can make such a party on the water a pleasant event: lots of food and drink, good cheers, and the necessary optimism that the weather would hold up. In the morning I made my last phone calls to those who had indicated their intentions to join us with assurances that Sea Rover would be at anchor East of Big Island at 3:00 PM, weather or no weather. As Sea Rover headed out we found the afternoon turning out to be delightful with sunny and mild weather and...no rain! About half an hour after the anchor was set we were contacted on Channel 78 by Irish Lady, who had sailed down all the way from Middle river and was looking for us in the large Rhode River anchorage. Soon she was in sight, but heading in a direction that would almost certainly end up in a grounding (you can't go past the southern end of Big Island with a draft exceeding 1-2 ft!). With horn signals and probably the help of other boats noticing the commotion coming from Sea Rover, we finally got Bill's attention and he turned in time to find us at anchor. Not long thereafter we were joined by Bill and Dot Beck on Proxit and by Mark and Evelyn on Ibis, which made for a 4-boat raft. In the meantime Dan Brail showed up by dinghy, without Maryanne who had a cold, but with goodies for happy hour, and with pictures of their recent ICW adventure (all that in the dinghy!). Everybody gathered in the cockpit of Sea Rover to enjoy margaritas and hors d'oeuvres contributed by all participants. Then all of a sudden the fifth Fleet 12 boat, On Y

Va with Ralph and Lynn, showed up. They announced they'd anchor separately first in view of an impending weather change. Just before, as we all were at ease and relieved that the rain forecasted had not materialized, I noticed the western sky darkening ominously and decided to go forward to check on my Fortress anchor, which had 70-90 ft of rode plus chain and a sentinel outstanding. What I saw was the first sign of trouble. The anchor line was under the raft, which had obviously turned on a windshift and an increase in wind strength. After pushing the anchor rode down with a boathook to free it from keels it might have caught, it suddenly went limp. Soon everybody started yelling "we're dragging". Sure enough we were dragging, passing (and fortunately missing) other boats and rafts on the way. While I was standing on the foredeck trying to take in all that anchorline and untangling it from the sentinel, the other boats rafted to Sea Rover untied and scattered, anchoring on their own. On such occasions a factor of luck always comes into play, in our case the fact that Dan Brail had come by dinghy and, therefore, had stayed on Sea Rover. Right away Dan took control of the helm and started the motor to be ready for eventualities. On the bow I finally had untangled the anchor rode and the sentinel and we were ready to re-anchor Sea Rover. Ernestine translated my handsignal commands to Dan who was behind the controls in the cockpit. Before too long we had the anchor holding again, and we could sit out the storm and try to decide what next to do. There was still so much food and drink, and the main meal of "Bami" (fried noodles Indonesian style) prepared by Ernestine had not been touched yet. The rest of the Fleet 12 were contacted by radio, and here another lucky factor presented itself in the form of Bill Beck and his fast motorized dinghy. Bill offered to ferry all interested Fleet 12 sailors back to Sea Rover to have the Bami dinner and sample whatever other goodies could be still be found in the saloon of Sea Rover, to which we retreated due to the weather which had changed to intermittent rain. For such occasions the C34 shows itself at its very best because its saloon easily accommodates quite a number of people without generating the feeling that you are a bunch of herrings in a barrel (using a Dutch expression). It turned out to be a great evening with lively conversation while enjoying some of the liqueurs and schnapps I have in the saloon of Sea Rover sitting in bottles in those spaces in front of the nonopening ports in the C34 MkII hull. Personally I was quite tickled by the fact that my jenever from Bols (Dutch gin they say here) went over so well, certainly with Ralph who has obviously been around and tried many different things. It's as strong as whiskey (40%), colorless, and some of my other sailor friends think I use it to remove spots from fiberglass. In my student days in Holland long ago (40s and 50s), that's what you got drunk on at parties. It's still a very popular drink in bars and cafes in Holland. It's hard to get here, but anybody who is interested and is passing through Amsterdam's Schiphol airport duty-

free shop can buy it at bargain prices. (It's much cheaper than in Dutch liquor stores because of all the sin-taxes the Dutch pay).

Well that's about it for the June 21 raft-up, which turned out to be a very nice Fleet 12 event. Let's hope that with it our luck for many other nice raft-ups returns.



FALL 2003 Raftup Schedule

<i>Date</i>	<i>Location</i>	<i>Raft Captain</i>
16-17 Aug.	Rollins Cove, St. Leonard's Creek Patuxent River (above bridge)	Gene Norris
31 Aug.(long wknd)	St. Mary's River, "Horseshoe" Bay	Janet Rupp
13-14 Sep.	Deep Creek, Magothy River "their marina/house"	Dan Brail
27-28 Sep.	Rhode River	Ron Hill
4-5 Oct.	Bodkin Creek, Patapsco River	Bill Nuttall
18-19 Oct.	Little Round Bay, Severn River	Phil Davis

Attendees : Please contact the raft Captain (phone/Email) 3 or 4 days before and let them know that you are attending.

Raft Captain Responsibilities:

1. If you are unable to host your raft up because a schedule conflict, contact a fellow Fleet 12 member to act in your absence – others are counting on that date.
2. By Email and /or telephone, send out a reminder to all Fleet members of your raft up 7 to10 days before the scheduled date.
3. The day of the raft up turn on your VHF at 1200hrs on channel 78. You can then take calls from incoming boats, answer any questions and give a more exact location if needed.

RON'S PLACE

by Ron Hill, Apache #788

RON'S JULY 03 MAINTENANCE TIPS

CLEAN BATTERY CABLE CONNECTIONS. If you see white fuzzy build up on your battery connection, it's time to do some cleaning. You'll need some baking soda or ammonia to neutralize that fuzzy acid build up. Most of us treat and maintain our boat batteries much better than our auto batteries and seldom let them get to that stage. It is still a good idea to clean those contacts once a year. I use some very fine sand paper to clean the connectors and studs on the batteries. Pay particular attention to the positive side. Then finish with a light coating of WD40.

IMPELLER LUBRICATION. A few years back Bill Nuttall (Irish Lady #1244) mentioned a waterproof grease called "Aqua Lube." It is truly an ideal substance to lightly coat the faceplate of your raw water pump (Oberdorfer or Sherwood). It not only lubricates and reduces the faceplate wear, but also helps form a better seal so the pump sends more water to the engine heat exchanger. I haven't tried the other uses Bill mentioned, but don't try it on the inside column of the head pump, as it is a little too stiff.

INJECTOR CHECK. To see if you are losing compression from a poorly seated injector, check each injector with a soapy water solution while the engine is running. This is especially true if you replaced your injectors. If you see the telltale bubbles of a leak, you'll need to remove that leaking injector. See Hank's and my Mainsheet articles (Nov 94 and Aug 02) on replacing injectors. You need to clean the seat (probably carbon build up or a paint chip) in the cylinder head recess and add a new washer before replacing the injector. Retorque to 58 ft-lbs and again recheck with soapy water. If you don't have a torque wrench, 58 ft-lbs are what I'd call "very snug." The injector itself is inside a metal holder. The holder is what you are tightening and unlike the porcelain on a spark plug it will not break/crack under reasonable tightening.

ENGINE HIGH TEMPERATURE. If your alarm sounds, see it on the gauge, or observe no water coming out of the exhaust, your first reaction is to shut down the engine. However, if you are in a situation that you **MUST** run the engine to maneuver, immediately turn on the hot water in the galley and head. That release of hot water will cause the fresh water pump to turn on and bring cold water into the hot water heater. That cooler water will help cool down the 50/50 Prestone engine coolant. This is an **EMERGENCY** procedure because you may be cooling down the engine, but the fiberglass muffler and rubber exhaust hose are continuing to **HEAT UP**.

STUCK KNOT LOG IMPELLER. When the boat sits unused, crap and crud will grow on and stop that impeller from spinning and giving a signal to the instrument. Before I "pull the plug" and watch the geyser of water inside my boat, I always try another procedure. I've found that over 50% of the time I can break that impeller loose by backing up. You'll need some speed, about 5 knots. This requires that you be in an open area to get that kind of speed in reverse. It is worth a try before pulling the transducer, clearing it, reinstalling it and cleaning up all the nasty water.

PROPANE MODIFICATION. The EPA dictated that all propane tanks now have the **Overflow Protection Device** and fill stations refuse to fill the old style bottle without an OPD. The exterior difference is the new OPD bottle has a triangular on/off knob while the old bottle has a round knob. To get into compliance with the new law you have two choices: Buy a new bottle or refit and recertify the old bottle. I found no one who would refit the small (less than 20 lb) bottle and it is expensive. For the new (steel) bottles, you are at the mercy of Boat U.S./West Marine /Seaward. If you have the 1-gallon bottle that came with your Seaward Propane Box or especially the molded in container for the walk thru transom you are stuck with the

1 gallon size. The cost runs \$\$+ for a new 1 gallon bottle.

If you made a modification on your box like I did to hold an 11-lb bottle (standard transom), Boat U.S. has a replacement 11-lb bottle for \$70 or you can go to an RV supplier like Camper's World in Manassas, Va. and buy the same bottle for \$45.

The 11lb bottle almost triples the amount of propane in a 1 gallon bottle.

However, I give you fair warning that the new 11-lb bottle is 1/2" taller. Some minor lid and/or bottle modification will be necessary to fit in the same box. I redid mine.

How's Your Bottom?

by Bill Beck, Prosit (#1186)

After a Spring and Summer of much rain and little boat time are you finding yourself slow and sluggish? Maybe you need your bottom cleaned? But, you can't hold your breath very long or don't want to pay for the dreaded expensive "short haul". Off and on over the years I have used Bill Eubanks, a diver, and have always been very satisfied with the results and the price. Bill charges a maximum of \$2/foot depending on the condition of the bottom. After a bottom cleaning (and zinc installation) in June, I picked up knot. He also does underwater inspections and installs zincs. He even located a sail batten which I managed to throw overboard this Spring at the slip. Bill lives in Edgewater and says he will travel as far north as Baltimore or south to Solomons (although he would prefer to do more than one boat when going as far as Solomons). Bill can be reached at (410) 974-8858 or (410) 956-5264.

PLAN NOW FOR THE FALL FLEET 12 MEETING

WHEN? NOVEMBER 1, 2003

WHERE? RAMADA 1776(Same place as the Spring, 2001 Meeting), WILLIAMSBURG, VA

WHAT? Includes a special speaker and a tour of the Virginia Institute of Marine Science at Gloucester Point, Virginia

WHAT ELSE? A special Friday night dinner will be arranged for those who can join us that evening.

Further details will be provided to all members at a later date. If you desire more information now, you can e-mail Ross and Louisa Ford at fordharbor@aol.com.

Editor's Note: Ross Ford is a wonderful Host for these meetings. He puts on a well-planned, fully organized, fun event. Jim and I had a blast at the last meeting in Williamsburg. Plan now to attend.

PROSIT REVISITED

by Bill & Dot Beck

Three years ago (2000) we did three major projects on Prosit, one or all of which may be of interest to you. I also have some lessons learned (particularly on the electrical project) and some follow-up recommendations. The projects were: (1) Electrical rehabilitation including high output alternator; three step regulator; energy monitor; new inverter; golf cart batteries; and battery cable rewiring, (2) Sail Reconditioning by "Sail Care", and (3) Side Curtains in the cockpit.

Electrical Rehabilitation: This project consisted of installation of a high output alternator; three step regulator and Emon energy monitor which I purchased as a package from Jack Rabbit Marine. I also installed a 1000 watt inverter and switch, also purchased as a package from Jack Rabbit. Additionally, I upgraded the battery cables to #2 wire (from existing #4) and installed four 6 volt "golf cart" batteries as the "house bank" giving a total of 440 amp hours. While these "packages" come with wiring instructions, I am indebted to Duane Maher for his very useful overall wiring diagram and the loan of important "special" tools. I installed the regulator in the "wet locker" at the top and forward near the door and the Emon at the chart table. The 4 - 6 volt batteries fit (snugly) in the existing house bank compartment and the starting battery remains where I had previously installed it forward of the starboard fresh water tank. Duane's wiring diagram provided what I think are some very useful features - - while the house and starting battery banks are separate, the "1-2-Both" switch is retained allowing use of the more powerful house bank if necessary for starting ("Both") - a comforting feature. A separate switch is installed just for the starting battery. This provides security of an additional "key" and rather hidden location for the switch. The Emon energy monitor provides information as to voltage, amps being consumed (or charging rate when charging) and total amp-hours used when not charging and then a descending balance (back to zero) when charging, as well as voluminous other information which you will rarely, if ever, use. **Inverter:** We have found this to be quite useful and with the large capacity of the house bank (440 amp-hours) have not been concerned when using it. We brew coffee every morning with a drip system that goes into an insulated carafe and automatically shuts off when the brewing is finished (these pots are locally available - Krupps CompacTherm) and Dot can use a small (800 watt) hair dryer (as easily recognized, I no longer need one). We have wired in the inverter to the boat 110v electrical system so that "power" is available at any outlet in the boat. The important thing is to assure that the circuit

breakers to the A/C, water heater, battery charger, etc. are off or "popped" when on the inverter. The "switch" is a useful feature that automatically recognizes that shore power is dominant when "plugged in" and cuts out the inverter.

Cost (in 2000): Alternator/regulator/monitor package - \$1100 (An alternate system with a Link 10 is about \$800.); Inverter & switch - \$375. Batteries (4-6 volt) - \$400. I did not estimate the total cost of wire, fittings, etc., but it must also be considered. Remember, the larger wire (#2) is expensive - measure twice (or more!), cut once.

Comments: I have been generally pleased with the system. The wiring upgrade of the battery system at least to #2 is essential and has led to greater reliability and peace of mind. An energy monitoring system is very useful and a real improvement over the voltmeter on the panel, but the Emon energy monitor is overkill and provides more information than you will probably ever use. Also, the monitor read out is difficult to see unless you are on just the right viewing angle. If doing this again I would use the Link 10 monitor. I also have mixed feelings about the "package" from Jack Rabbit Marine. On the plus side, it does provide the convenience of a complete package including alternator, regulator, energy monitor, solenoid, switch, fuses, etc. However, the components come from Ample who are difficult to deal with and prefer to "talk down" to customers and "Jack" of JackRabbit was of no help when problems arose. If you have any questions or would like further details, contact me (or Duane). In all honesty, Duane and I have widely differing views regarding Ample Power. If you're thinking of purchasing their products, you might want to get his opinion as well.

Sail Reconditioning: We had the sails (2) reconditioned by Sail Care Inc (410 9th Street, Ford City, PA 16226; 724-763-2229). This process is more than just washing. The sails are cleaned and then go through a re-resining process. They come back looking and feeling like new.

Cost (2000): About \$600. We had the UV shield on the genoa replaced and including some other small miscellaneous repairs our total cost was \$1050.

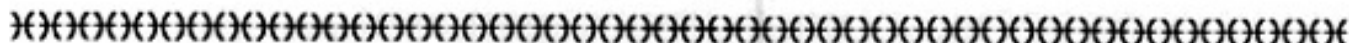
Comments: I was quite satisfied with this process and the sails still look and feel pretty good. Well worth it.

Side Curtains: We decided to have side curtains made to enclose the sides of the cockpit. There are two panels on each side that attach with zippers to the bimini; to the dodger, and to the insert piece between the dodger and bimini. The panels also zipper together. The panels enclose each side all the way back to, but not around the stern.

Cost (2000): \$1000 (\$250/panel) by Yacht Canvas in Annapolis. [We also had a new dodger made since the old one (10 seasons) was wearing (\$1100.) and a new insert piece (\$325) which now includes a clear panel (with roll up fabric cover).]

Comments: We find the side curtains very useful in the colder weather at the beginning and end of the sailing season and especially in the rain at anchor or dock. It

gives you an enclosed "porch" up above and expands the space and comfort of the boat. You can easily motor (in the rain) with these in place, sailing is another matter. You could probably sail with the forward two panels in place which would give the "crew" more protection from the elements.



GARDNER'S EXPLORE MIDDLE BAY

by John Gardner

Now that we've sized up from a Catalina 27 to a 34, we've managed to cruise outside the Annapolis area. Luckily we chose the first week of good weather towards the end of June, after our new-continuous spring rains, to venture south down the Chesapeake. We met friends in their Tartan 37 who came North from the Rappahannock, and got together at Solomon's Island. After a night in Spring Cove Marina, we had a bracing sail (the only one in a week) to go up the Patuxent to St. Leonard's Creek. We dropped anchor half way up the creek and rafted-up to enjoy a peaceful and scenic evening in this beautiful spot.

The next day we set river and motor just close to Point US Navy target in a area. We were just (and I'll excuse you conversation) as a identification, we instructions from the towards the target. so. He shortly and also shortly back again. We low-flying Orion on the target. We and had another anchor just outside



Our next visit was to River. We went into Kinsale. This is a marina, but it has all likely to need - fuel, electricity, lift, pool,

somewhat cheaper than most marinas. (I think I paid \$45 with a Boat US discount.) There is a small shop with a very limited supply of groceries and chandlery items, and ice of course - there aren't any other shops nearby. The people in the marina were very friendly and helpful. We planned to celebrate my wife's birthday by going to the restaurant/bar overlooking the marina, but the new operators (separate from the marina) were still sorting out some kitchen problems and had told all their regular clientele they would be closed. However, when they heard of the birthday the staff stayed back to look after our table of six like royalty. We were cared for with much good cheer and close attention, and the food

off for St. Mary's sailed down the bay. No Point there is a circular restricted skirting the area, but all the details of the result of mis-received VHF range officer to turn Reluctantly we did spotted the error instructed us to turn had front seats for a dropping something arrived at St. Mary's enjoyable evening at the old city.

the Yeocomico the marina at Port relatively small the facilities you are water, pump-out, showers. It was

was excellent – a clear cut above most of the waterside restaurants we've visited. Such good service and such good food acknowledgement, and I recommend that if you are in the region of the mouth of the Potomac, this is worth a visit.

I would have liked to spend more time in the Yeocomico, which looked like another pretty and peaceful place, with several limbs of water inviting exploration. However, we were keen to visit Tangier Island, so we pressed on the next day. We had the main up, but it was more to show willing than for usefulness. Tangier also was an interesting spot, though in a different vein from the others. It is definitely a working community, beginning to respond to tourist attention, but clearly having the close-knit sense of a village that's not quite in the same time as the mainland. We were warned of a black and white cat that was likely to stow away, and sure enough, within the hour it was on board. We duly arranged the mooring lines to keep the bow away from the quay, and presumably it went to bother someone else.

Next day we parted company with our friends, and motored up to Solomon's Island again for the night. From there we went back home, up the Severn River.

This was our first time on a "lengthy" cruise, and only the second time overnight, but with four of us on board we found it worked out very well. Needless to say there is a number of things that need improvement, but we'll get there in time. Meanwhile we are well content with our C34 and look forward to more explorations of the Bay.

EDITOR'S NOTE: WE WILL BE PUBLISHING THE NEXT DOCKLINE THE FIRST WEEK IN NOVEMBER. PLEASE SUBMIT ANY ARTICLES OR NEWS TO US BY THE LAST WEEK IN OCTOBER. WE ARE LOOKING FOR ARTICLES ON:

- A FAVORITE ANCHORAGE YOU DISCOVERED THAT YOU WOULD LIKE TO TELL US ABOUT;
- A SAILING CRUISE TO A PLACE OTHERS WOULD BE INTERESTED IN READING ABOUT;
- SOMETHING YOU HAVE INSTALLED IN YOUR BOAT THAT IS CREATIVE, INTERESTING, OR DIFFERENT;
- AN ITEM FOR SALE;
- OTHER NEWS--HAVE YOU MOVED TO A NEW HOME, HAD ANOTHER CHILD, OR GRANDCHILD, HAVE A NEW JOB, RETIRED, ETC.;
- ANYTHING ELSE THAT YOU WOULD LIKE TO SUBMIT.

Thank you, Jackie and Jim Brener



EMAIL ADDRESSES PLEASE: *Please keep us informed with your current email address. Please send us an e-mail at jbrener@erols.com and let us know your new e-mail address. Thank you.* **Your Editors**

And the story we have been waiting for:

FIRST RAFT-UP OF THE SEASON: A.K.A. THE RAFT-UP WITH THE FLOATING SENTINEL

by Hank Recla, Bay-Tripper #954

Usually the first raft-up of the season turns out to be pretty lonely. Last year, me, myself and I attended. It was cold and miserable, but we had a first raft-up. With the month of May being early in the season, many of us are just not ready to battle the lousy weather. However, this year was a little different. I know that at least **First Point of Aries** would come. Captain Denise Gill, under the threat of having her boat sink by some mysterious act of God, was also commissioned to ferry my first mate Susan to the raft. With that knowledge, our friends Greg and Debbie Shields agreed to come on **Teela** (Tartan 3500). And then, you can also count on Ron and Phyllis Hill if they are in the area with their floating condominium **Apache**, which they were. Much to our surprise, a center cockpit neared us. Who could that be? No Catalina 34 was ever born with a center cockpit. Well, I guess if we let **Teela** in, we had to let Phil and Joan Davies in with their new **Cats Paw**, a 40' Bavaria. Then along came Sam Veil and his crew on **So Fine**. All tied up to the **Bay Tripper**, that made a real nice platform of six that any raft-up captain would be proud of.

Grant you, however, this was not your typical raft-up. Jaap called the day before and said that he would come if Dave and Carol Thelen would take him on **Second Wind** because Ernestine was busy doing something else. Shows you where her priorities are. So there they come approaching the starboard side of the raft. Next thing you know, someone shouts, "Hey, slow down." Someone else shouts "Throw it in reverse." A third shouts out "No, go forward."

Now picture this. **Bay-Tripper's** anchor is about 120' out from the raft-up. **Second Wind** is about 50' out from the front of the raft-up all boats facing bow-to-bow. Now picture me looking like a stuffed sausage in a shorty wet suit designed to fit skinny minny Ron Hill being ferried out in Ron's dinghy to come along side **Second Wind**. Now guess what I had to do.

Boy, if I catch the guy who shouted, "No, go forward."