

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

# DOCKLINE



Volume 14 Issue 1

Catalina 34 Fleet 12 Chesapeake Bay

January, 2004

## FLEET CAPTAINS SIGNAL

*The recent late arrival of winter to the bay region may mean an early departure, and we'll soon all be recommissioning our crafts and getting back on the water. That means weekend raft-ups and longer stretches on the water with friends. I'd like to see an early organization of a schedule for Fleet 12 raft-ups, and I'm sure that Ron Hill would welcome some help on this front. I've been thinking, as I mentioned last Dockline, of an extended cruise in North Carolina waters, perhaps in the late May to mid-June time frame. If you're interested in such a thing, let me know. I have a couple of possible itineraries that visit both Sounds and minimize canal motoring that could work out to a three or four week cruise. I'm also on*

*the lookout for intelligence regarding the condition of the channel east of Roanoke Island (Manto) which may have been affected by the hurricane.*

*The fleet received a very nice letter from VIMS for our \$150 donation. Those of you who were in Williamsburg and attended the VIMS afternoon had an informative time, I'm sure. We've also indicated interest in participating in the VIMS raft-up in Deltaville. More news on that as it develops. For now, mark your calendars to attend the weekend of May 8-9 at the Fishing Bay Yacht Club. Quintet will likely depart a day or two before this from Solomons, and all are invited to join us for an evening or two of rafts.*

*Fleet Captain, Eugene Norris, P. O. Box 199, Dowell, MD 20629: Home Telephone Number: 410-326-6638;*

*Cell Telephone Number: 703-732-8456; email address: e\_norris@verizon.net (Ed. Note: There is an underline between the e and norris, but my computer (for some reason) underlined the entire address.)*

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### VIMS RAFT-UP RENDEZVOUS

**MAY 8-9, 2004**

**FISHING BAY YACHT CLUB, DELTAVILLE**

**MAY 8 - RECEPTION: 5:00 P.M.; DINNER: 6:00 P.M.**

**VIMS EXHIBITS DURING THE AFTERNOON AND EVENING**

**MAY 9 - 8:00 A.M. TO 10:A.M.: LIGHT BREAKFAST**

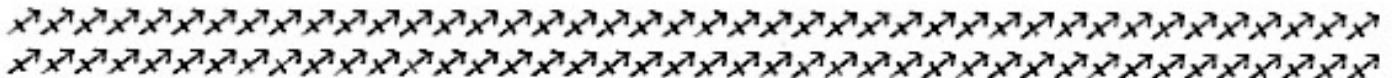
# DUES

**MEMBERSHIP DUES ARE DUE ON OR BEFORE  
MARCH 6, 2004**

**IF YOU HAVE NOT PAID YOUR 2004 MEMBERSHIP DUES,  
PLEASE SEND A CHECK FOR \$20 TO:**

**JOAN DAVIES  
THORN HILL RD., P. O. BOX 573  
JACKSON, NEW HAMPSHIRE 03846**

**ALL MEMBERS WHO HAVE NOT PAID THEIR DUES BY MARCH 6 WILL NOT  
RECEIVE THE SPRING DOCKLINE THAT WILL INCLUDE THE RAFT-UP  
SCHEDULE!**



## THE SECRET CHAMBER

Ron Hill reported that "everyone has TWO "secret" chambers, one on each side of their C34. (Check it out guys and girls! That means all of you with the new boats, too.) He writes, "they are more correctly named box beams that are around the chainplates. They are structural so it's not a good idea to drill, cut or otherwise

modify them." However, Ron, I lost my sponge, so I think that I will put tape or something across the top so I don't have to worry about anything else flying across the top and into the hole, never to be found again. Thank you, for the information, Ron!

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## IN THE NEWS

It seems that David and De Ewing are in the process of birthing another "Cherette." This one, however, will be smaller than Cherette I: a 1987 30 footer—but it is a Catalina. They plan to moor the new Cherette in Church Creek off of the South River. It sounds like they got tired of missing all of the fun on the Fleet 12 raft-ups. They wrote: "Looks like we might be out there rafting with you guys this coming summer."

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Joan Davies reports that she received correspondence from Margaret and Jack Henderson. They have recently moved to England for a career move and their boat, Castlewella #990, is currently "under contract" to be sold. They are living about 35 miles west of London. Their address is American Emb-FBIS, PSC 801 Box 57, FPO AE 09498.

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Captain Jan Miles of Pride of Baltimore II who spoke last year at Fleet 12's Spring Meeting has been named "Sail Trainer of the Year" for 2003 by the American Sail Training Association due to his tremendous influence on the young people who crew for him. Peter Mello of ASTA says in the Chesapeake Bay Magazine, February 2004, "Jan has been a mentor and a leadership figure in the industry."

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Due to Spam, the following members have new e-mail addresses:

Ron and Phyllis Hill: Ron1PhylHill6@starpower.net

Dave and De Ewing: cherette9@aol.com

## CORRECTIONS

The following people have reported corrections to the Fleet 12 Roster that was sent to you in the last Dockline. Please change your Fleet 12 Membership Roster accordingly.

Tom and Roberta Abbott

Cell Phone Number 804-436-3417

Boat Name: Graeagle

Email address: [abbotts@peoplepc.com](mailto:abbotts@peoplepc.com)

David Ewing and De Winchell

8 Alder Road, Annapolis, MD 21403

Home Phone: 410-295-3820

Cell Phone: 443-994-8131

## IS IT COLD ENOUGH?

In the heyday of sailing ships all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon, but how to prevent them from rolling about the deck? The best storage method devised was a square based pyramid with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem...how to prevent the bottom layer from sliding or rolling from under the others.

The solution was a metal plate called a "Monkey" with 16 round indentations. But, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "Brass Monkeys." However, brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was quite literally, "Cold enough to freeze the balls off a brass monkey". (And all this time, you thought that was an improper expression, didn't you?)



## FOR SALE

A really cool ski boat; 16' Baja with a 150 Mercury outboard. In nice shape and a great boat for a young family who wants to waterski. The trailer has new tires and new wiring and lights. It's a fun boat and ready to go. All for a mere \$1995. Contact David and De Ewing at 410-295-3820; email: [cherette9@aol.com](mailto:cherette9@aol.com).

3 New Deadlights (non-opening ports) that will fit non-Mark II 34's: \$75

New Universal fuel lift pump with strainer: \$150

Contact Corky Dalton at 717-796-7715; email: [lincork@paonline.com](mailto:lincork@paonline.com)

Can be seen at the Spring Meeting

The following items are from a Catalina 34 MKII sent to us on November 19, 2003:

Full winter cover made by North Sails: \$200

Full set of white cockpit cushions, including the raised captain's seat and seats for the stern rail seats, never used, stored in closet: \$200

DC-TV/VCR 9" screen: \$50

Custom bedding for V-berth created by Annapolis Yacht Interiors, excellent condition: \$250

Contact Bruce and Jeanne Stevenson: 410-643-5916

**MIKE DIXON SPEAKS ON C & D CANAL,  
DINNER IN KITTY ROOM AT SPRING MEETING**

Plans for the Catalina 34 Fleet 12 Spring Meeting at the Kitty Knight House are now complete. We have secured the services of a well-known area speaker, Mr. Mike Dixon, for the March 6 meeting. Mike is Director of the Cecil County Historical Society. He will deliver a slide presentation on the construction and operation of the C & D Canal. The Kitty Knight House has provided their Tavern Room with a cash bar for the exclusive use of our group during the social hour, speaker's presentation and business meeting. Dinner will be served in the Kitty Room.

We have already received a number of dinner reservations and hope to see more come in as these winter weeks fly by and the Catalina 34 Spring Fling approaches. We will be sending a separate mailer out containing information on what to see and do in the Upper Bay Area to those sending in dinner reservations. For folks driving south on MD 213 at Chesapeake City a stop at the C & D Canal Museum is a rewarding experience. The museum is free and features a self-guided tour of canal construction and operation from the late 1820's to the present. Hours are 8:00 am to 4:00 PM daily, closed on Sundays.

**CATALINA 34 FLEET 12 SPRING MEETING  
SATURDAY MARCH 6, 2004**

**THE KITTY KNIGHT HOUSE  
MD 213 @ THE SASSAFRAS RIVER BRIDGE=20  
GEORGETOWN, MARYLAND**

**2:00 PM - SOCIAL HOUR IN THE TAVERN  
3:00 PM - SPEAKER  
4:00 PM - BUSINESS MEETING  
5:30 DINNER IN THE KITTY ROOMS**

**DINNER RESERVATION  
DEADLINE FOR RESERVATION FEB 20TH**

NAME: \_\_\_\_\_

NUMBER OF PEOPLE ATTENDING \_\_\_\_\_

SELECT ONE OF THE FOLLOWING FOR EACH PERSON ATTENDING (INCLUDES STARCH, VEGETABLE, SALAD, ROLLS, DESSERT AND NON ALCOHOLIC BEVERAGES.

1. 6 OZ. FILET MIGNON \_\_\_\_\_
2. CRAB CAKES \_\_\_\_\_
3. CHICKEN MARSALA \_\_\_\_\_

DESSERT CHOICES: PEANUT BUTTER PARFAIT \_\_\_\_\_ CREME BRULEE\* \_\_\_\_\_

SEND YOUR CHECK FOR \$30 PER PERSON (INCLUDES TAX & GRATUITY) PAYABLE TO KATHLEEN NUTTALL. MAIL TO: KATHLEEN NUTTALL, 14202 SAGEWOOD ROAD, PHOENIX, MD 21131

**RON'S MAINTENANCE TIPS**

by Ron Hill, Apache, #788

**WIRING:**

There are two important considerations when adding to or rewiring your boat's electrical system. They are the quality of the wire and the wire size. Boat wiring should be Marine Grade quality wire. Marine grade wire is stranded with each individual strand "tinned." The tinning prevents corrosion and facilitates soldering. Wire comes in standard sizes designated by "American Wire Gauge (AWG)" numbers. These AWG numbers vary inversely with the size of the wire—the larger the gauge# the smaller the diameter of the wire and vice versa. To select the correct size wire, you need to know the number of amps the wire is to carry and the total length of the wire run.

There is a chart published by the American Boat and Yacht Council (ABYC) as a guide to selecting the proper gauge wire for a 3% drop in voltage. (We were unable to print the chart, but if you are interested in obtaining it the editors will email it to you. Please email us at [jbrener@erols.com](mailto:jbrener@erols.com)) A 3% voltage drop is the normal accepted standard for more critical items such as radios, depth sounders, and most other electronic gear. In general one size smaller wire will give you a 10% drop in voltage for the amps and length of run. Some of the less critical items that can use a 10% voltage drop are cabin lights, fans, and most motors. However, it's wise to stick with the 3% voltage drop charge and insure sufficient amperage for any future add-ons. A good "rule of thumb" for cigarette lighter plug wire runs in a C34 is to use #14 gauge wire, although you can get by with #16 gauge. When installing wire, always error on the larger size diameter wire.

**YOUR INPUT NEEDED IMMEDIATELY!**

I would like to include an article in the next Dockline about how you named your boat. (I received two (2) replies for this issue, (thank you Gene Norris and Corky Dalton.) Even though this may have been published some time ago there are many new members in the Fleet (your editors) who have stories to share and who have not heard your story. Please send your story to us now, not later, at [jbrener@erols.com](mailto:jbrener@erols.com). Thank you.

## CHOPTANK REVERIE

by Bill Beck, Prosit

As many of you who call the Northern Bay home (at least your marina), cruising on the Choptank River is pure delight. The many creeks off the river offer almost endless idyllic gunkholing possibilities along with the opportunity to enjoy three of the Bay's most interesting towns (St. Michaels, Oxford, and Cambridge). *Prosit* has spent many a fine hour in the embrace of this river, either alone or in the company of good friends rafted together. For those of you unfamiliar with the Choptank, this will be a brief introduction; for the many who cruise there regularly, this should recall fond memories. Herewith is a brief travelogue of some of our favorite spots.

Enter the river via **Knapps Narrows**; enjoy the views of workboats, skipjacks, shedding pens, the new drawbridge (the original is now at the Chesapeake Bay Maritime Museum in St. Michaels) and the endless stream of boats traversing this shortcut to the river. Stop for lunch at one of three restaurants (Bay One Hundred, The Bridge, Tilghman Island Inn) that line this short waterway, each offering docking during your meal and take a stroll around (more on this later on the way back). Now you're in the Choptank. Immediately you notice the difference from the Bay -- calmer, less chop, no shipping lanes or gaggle of fishing boats. Just watermen plying their trade -- crabbers running trot lines in the summer and tongs after the dwindling harvest of oysters in the fall. Many like to make the immediate left turn to Dun's Cove, but *Prosit* usually points her bow further east, heading on to Broad Creek and up to **Baby Owl Cove** off **Leadenham Creek**. This ranks right up there as one of the most beautiful anchorages on the Bay -- an almost circular bay, well protected with deep water almost to the banks and quiet tree-lined shoreline interrupted by only a few homes. We have spent many enjoyable raft-ups here, including one memorable event with a 1920's F. Scott Fitzgerald dress-up theme complete with caviar and champagne. On another occasion we were greeted by a small sea plane with only its tail visible above the water, victim of an unsuccessful takeoff or landing. As you've found out, you've got to mind your chart and the marks. Otherwise, your indiscretions will be a source of continuing ridicule at future raft-ups -- remember when *Prosit*.... On the other hand, it's a great opportunity to perfect your "kedging off" techniques.

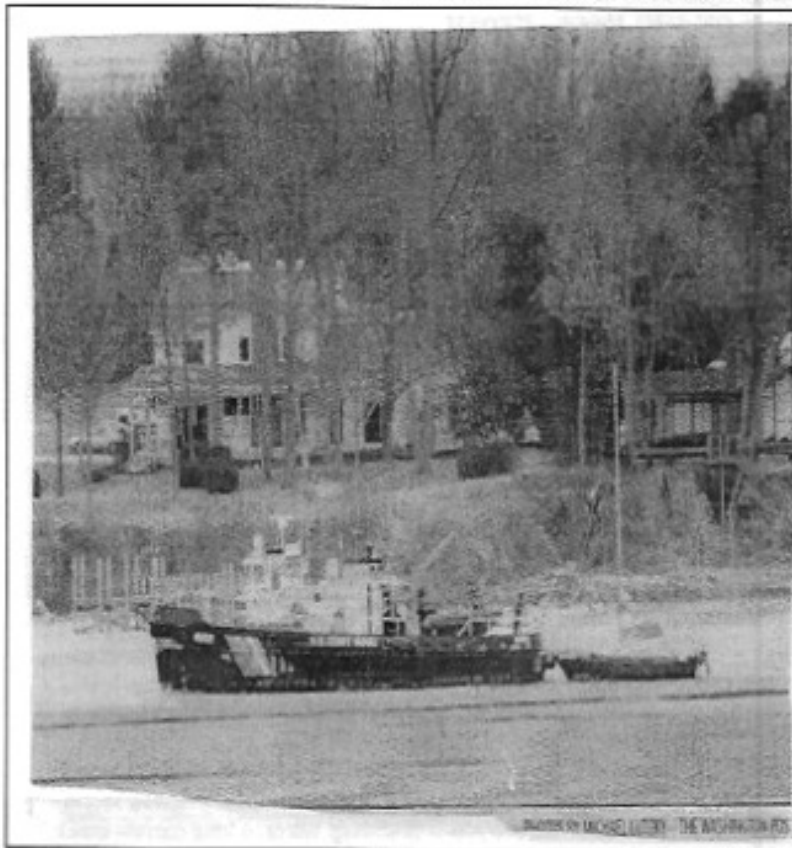
Into crabs? Catch your own with string and chicken necks hung off the lifelines or take a short dingy ride up Grace Creek next door to crabbers' dock where you can buy hard shells right off the boat or better yet some soft shells. Next, it's on to **San Domingo Creek** and the "back door" to St. Michaels. Anchor near the head of the creek and then dingy to the crabbers' dock (no crabs for sale) and a short walk into town. This is the quiet, picturesque side of St. Michaels, and best of

all you're in the Choptank! Now on to the Tred Avon and Oxford. Just up the river is **Pier Street Marina and Restaurant**. On the river are slips where you can tie up for lunch or dinner (not good for overnight, too much river wash), behind the restaurant is a protected marina where you might get a slip for the night (they only have one transient now). Great hard shells outside under the awning and usually a nice breeze since they are open to the Choptank and the Bay (believe me). Don't bother going inside for air-conditioned comfort, they don't have it. If you didn't get a slip, head on up the Tred Avon. Drop the hook in the **Strand** north of the ferry dock or continue to **Town Creek** where there are numerous marinas or the opportunity to anchor across from the marinas (mind the channel). Try lunch at the historic **Robert Morris Inn** (the bar is fairly casual) and their famous crab cakes. For dinner, dingy up to the head of Town Creek and walk up the road to left about a ¼ mile to **Latitude 38**, a great restaurant (you'll probably need reservations).

Next day, head on up the Tred Avon, admiring the waterfront estates, to **Trippe Creek**. This is another spectacular anchorage, spacious, almost completely closed in, and lined with beautiful homes. Tomorrow, we take a short trip back down the Tred Avon and up the Choptank around the corner to **Island Creek**. The entrance is a little tricky, but well worth the effort. Inside you'll find deep water, a long narrow creek lined with beautiful homes and fields, and numerous anchoring opportunities. Mate complaining about all those nights on the hook, lets head on up to **Cambridge**. Try the Cambridge Municipal Yacht Basin or maybe splurge at the new Hyatt "Resort". On the way back, you might want to drop into **La Trappe Creek** with a delightful anchorage just behind the sandbar shortly after you enter. Next day, back to Knapps Narrows, but this time stay overnight at the **Knapps Narrows Marina**. You'll probably be at the floating docks thinking about all that early morning waterman activity. No worries, they are very quiet here. Dinner at one of those fine restaurants. Next morning, after complimentary coffee and pastry, take a stroll around, inspecting the shedding pens, a walk down to Dogwood Harbor to admire the Skipjacks, and over to the new Gift Shop at Harrison's Crab House.

Now you've earned your Choptank merit badge and can hold your own at the next raft-up because you've gunkholed in one of the most beautiful spots on the Bay, but you're a little reluctant to let others in on your "secret". It's ok, because as you've found out, there's plenty of room in this little piece of heaven.

## GOD KNOWS TRAPPED IN ICE ON POTOMAC



Excerpted from the Washington Post, photos by Michael Lutzky and James Parcell

Scott Oglesby, sailor, fireworks chemist and live-a-board was trapped in the ice of the Potomac on his 24 sloop, "God Knows." Oglesby became trapped on January 22, 2004 as he was leaving Washington DC for warmer temperatures south. He was in Washington to settle a 25-year grievance against the Food and Drug Administration where he once worked and to find help treating Chagnas's disease he acquired in Costa Rica. Oglesby first refused offers of assistance from Fairfax Fire and Rescue saying, "My mission was just to stay alive. They've been trying to get me to leave my boat. But I need my boat. That's my home."

Oglesby finally accepted help when he was running low on food and water, the ice was tipping his boat and there was the

possibility of damage to his outboard motor. He told bystanders that "I haven't had heat on my boat for a month." He says he plans to remain on his boat and wait for warmer weather. His final comment "I was out there steering through icebergs. For a while there, it was glorious good fun."

The board of directors of Fleet 12 will meet in special session to vote on whether to extend Oglesby an honorary Fleet 12 membership.

