

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

DOCKLINE



Volume 14 Issue 2

Catalina 34 Fleet 12 Chesapeake Bay

April, 2004

FLEET CAPTAINS SIGNAL

We've had nine days of rain in two weeks and a brief excursion into sub-freezing temperatures may cause one to wonder, however briefly, if sailing season is really coming. It is, of course. "Quintet" has had its teak's twelve years of Cetol removed with the aid of 60-grit sandpaper and power sanders, and it is now ready for the weather. Fuel filters and engine oil have been replaced, and the annual how-to-organize-the-interior game is being played. One nice thing about C34's, among many, is that it takes far longer to put down masking tape along the teak than it does to give it a coat of Cetol.

On other subjects, our new Fleet 12 web site has been liked to and from C34.org, planning is underway for the VIMS raft-up at Fishing Bay on May 8-9, a paragraph about us has appeared in *Spinsheet*, and (I hope) another will appear in the next *Mainsheet*. Your Fleet Captain-cum-PR agent has been busy. By the way, info about the VIMS activity is available on our website where you'll find a link to the required free registration page. Our Fleet 12 site can be found at either of the two following URL's, one being even longer than the other:
http://mysite.verizon.net/e_norris/index.htm (Gene's website—click on Sailing), or
http://mysite.verizon.net/e_norris/data/The

C34Site/C34index.htm (direct link). You'll also find a copy of Cap'n Hill's Spring Raft-up Schedule there. We need more of you to volunteer to host a raft-up! Also, the most recent *Dockline* is there. The C34IA site is <http://www.c34.org> and there you'll find a paragraph of welcome about us as well as the Fleet 12 link. (You might have to refresh your browser window if you've been there recently.)

Those who attended the March meeting at Kitty Knight House for which we owe a debt of gratitude to Kathleen Nuttal, heard me speak with tongue in cheek about the need for a Fleet Captain's flag featuring a golden commode (the commode d'or), You will be happy to know there really is a Fleet Captain's flag, and I have one! It comes courtesy of the C34 International Association and is a white flag with a blue fouled anchor—appropriate for me, anyway. I will be flying this proudly below the Fleet 12 burgee this year. The flag will be passed on to the next Fleet Captain. Actually, given the age of most past FC's, "fleet" may not be the most descriptive term...

Lois and I are looking forward to a safe and happy sailing season with all of you.

--Gene

NEW TO FLEET 12 AND CATALINA OWNERSHIP? CHECK OUT THE CATALINA WEBSITE AT WWW.C34.ORG. YOU WILL BE SURPRISED AT THE WEALTH OF INFORMATION THERE. ONE PAGE IS DEVOTED TO DESCRIPTIONS OF BOAT AND OWNERS—PLEASE CONSIDER YOUR OWN CONTRIBUTION TO THIS PAGE. IN ADDITION, YOU CAN EMAIL A COPY TO THE DOCKLINE EDITORS FOR INCLUSION TO THE DOCKLINE. AND TO THE WEBSITE AS WELL.

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EDITORIAL MUSINGS

In keeping with the times, please note that this is the last *Dockline* that will be mailed to you unless you request that it be mailed to you. After I bought stamps today for \$27 I decided (for all of us) that I/we would rather that Fleet 12 bought me and you a drink at the next get together in lieu of stamps to mail the *Dockline* to you. (After all, only junk mail arrives from the post office, anymore.) We will, however, mail the *Dockline* to anyone who requests it. This also will save us lots of time since we will no longer have to print pages and pages of material, staple them together, label them, and take them to the post office. If anyone objects, we will be happy to print his/her objection in the next newsletter.

On another note, Jim and I bought a second computer this month so that I could bring you the *Dockline* in a more timely manner. I had difficulty finding time to use our one and only computer because Jim is using it a great deal of the time to earn our living (which I feel is more important than the *Dockline*.) Unfortunately, we ran into a "learning curve" when we had to set up a network, etc., etc. Therefore, I am once again bringing you the *Dockline* in an untimely manner. We hope to do better in the next issue.

Speaking of which—since we now have two computers (its like cars, they multiply when you are not looking), we will continue our post as *Dockline* Editors for now. However, if anyone would really like to have the job, we are willing to turn it over to someone else. Perhaps later we will become more urgent in turning this over to someone. For now, I want to practice using my second computer.

Alas, I have volunteered once again to host the Fall Meeting. (I just don't know what came over me.) I do not yet have the place confirmed, but it just might be at Chesapeake Beach the weekend of November 6. So pencil that in in your calendar. I hope to let you know soon. Om Shanti. See you on the water. Jackie Martin Brener

**CATALINA EAST COAST RENDEZVOUS
INNER HARBOR MARINA, BALTIMORE, MD****JUNE 25-27, 2004****FOR RESERVATIONS CALL 410-837-5339 OR LOOK
AND LISTEN TO THEIR WEBSITE:****WWW.INNERHARBORMARINA.COM****SEE YOU THERE!**

RECAPPING FLEET 12'S SPRING MEETING IN GEORGETOWN

by Bill and Kathleen Nuttall

Fleet 12 met Saturday, March 6, 2004, at The Kitty Knight House on the Sassafras River for our spring get together. Forty-one members and two guests were in attendance. During our social hour in the Tavern, our Fleet Historians, Jan and Walt Rupp, presented albums filled with photos of past meetings and raft-ups. It was fun to review them and laugh and talk about some of our past gatherings. Mike Dixon, Director of the Cecil County Historical Society, gave an informative slide presentation about the history of the Chesapeake and Delaware Canal. Our new fleet captain, Gene Norris, did a fine job presiding over the business meeting. Gene and Lois became grandparents for the first time Saturday night at 7:15 when their daughter called from the West Coast to tell them that "Hannah" was born.

We were delighted to have 4 new members in attendance. The new members are: Andrew and Tami Smith who purchased the Esau's former C-34 "Cheers" #471, and Larry and Pam Shelton from Macungie, PA,

who own "Tenacity." The Shelton's were made aware of Fleet 12 during a contact with Ron Hill at the recent Sail Expo in Atlantic City. We are hoping to see them at some of the raft-ups this summer. A few of our raft-ups were scheduled at this meeting and more will be planned soon. Jackie Martin and Jim Brener volunteered to host our fall meeting.

Everyone enjoyed the food and service, and those who stayed at the Kitty Knight House B & B enjoyed comfortable accommodations and a great Sunday morning breakfast in the dining room overlooking the Sassafras.

Bill and I thank everyone for their comments on what a great time they had at the Kitty Knight House. It certainly made us feel good that the meeting was such a great success.

Best regards to all, Kathleen & Bill

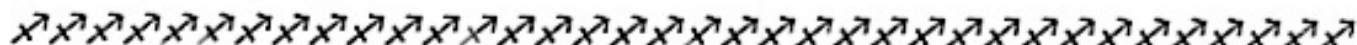


Mr. Robert Dilge
Ms. Sally Keffenburg
C/o The Kitty Knight House
1402B Augustine Herman Highway
Georgetown, MD 21930

Dear Robert, Sally and Staff:

We are writing to thank you for all your help in planning our March 6, 2004 meeting and securing the services of Mr. Mike Dixon as speaker. Our group, Catalina 34 Fleet 12, felt so welcomed by everyone on your staff. The service and food was outstanding. Those of us who spent the night at your Bed and Breakfast were very comfortable and enjoyed the delightful breakfast in the dining room overlooking the Sassafras River. We received so many good comments from members of our group about the memorable time that they had at the Kitty Knight House. Many of us will return this summer while cruising the upper Chesapeake Bay under sail to enjoy a spectacular meal and the fine service that you offer. Best wishes to all at the Kitty Knight House,

Kathleen and Bill Nuttall
On Behalf of Catalina 34 Fleet 12



ALL HANDS ON DECK, ALL HANDS ON DECK!

A volunteer(s) is needed to plan and host the annual summer crab feast. This could be done by committee sharing the planning, the work, and, therefore, the fun. The location should be accessible by boat and by car, and hopefully, there would be crabs for pick-up nearby. Anyone who volunteers for this very important project will be esteemed by Fleet 12 forever. Therefore, please contact Gene Norris at E_norris@verizon.net to let him know that you will handle this fun and enjoyable event.

THE NAMING OF THE FLEET

Thank you to the members who responded for information as to the naming of their yacht. We will have to speculate about the "weird yacht names" in the rest of Fleet 12.

Our Fleet Captain, Gene Norris wrote:

Two of our vessels have been named "**Quintet**." The name reflects my musical interests certainly, but it was chosen when our three children were at home and were more or less reluctant crew, especially during their teen years. A quintet is after all a group of five people playing together in harmony. That was the hope, and it has to a large degree been fulfilled. Jill, our oldest, at the age of fourteen informed us that we had ruined her entire life by making her go sailing every weekend instead of letting her have a "normal" Fairfax County teenager's life. She became Captain of the Brown University Women's Sailing Team, and later married a champion racer. She and her husband, Scott Sellers, regularly race in San Francisco Bay where they are members of the St. Francis Yacht Club. Our son Morgan developed an interest in sailing while in graduate school in Boston. He enjoys sailing with us on visits to Solomons. Our other daughter Marion is co-owner of a small powerboat on the Occoquan River. There's something to choosing a name, after all.

Then from Jaap Kaper, whose boat is named "Sea Rover,"

The name relates to "Zeerover" which in Dutch means pirate of the high seas. My own last name Kaper happens to translate into Pirate. My first boat, a 23 footer, was indeed named "**Pirate**, and the second bigger one (LOA 30 ft) was named "**Big Pirate**." Then finally with my third and last boat, the C34, I decided on another variation on the same theme relating to my last name and decided to call it "**Sea Rover**."

Bill Beck also wrote about his boat name—

"**Prosit**" is a German word used as a drinking salutation (e.g. Cheers). It reflects the three wonderful years Dot and I spent in Bamberg, Germany with the U.S. Army and also reflects my German heritage.

Finally Jim Brener writes:

Jackie named "**Wind Spirit**." After all, I got to buy it, so she got to name it. She named our previous 22' Catalina sailboat, "**Jolly Folly**." It was our **first** boat, and we definitely tried to keep the folly of it jolly. So when she named "**Wind Spirit**" she felt that sailing on a boat is like being a "free spirit," flitting about on the wind, communing with nature and ALL THAT IS.

**Chesapeake Bay IC34A Fleet 12
SPRING 04 Raftup Schedule**

<i>Date</i>	<i>Location</i>	<i>Raft Captain</i>
8-9 May	Jackson Creek VIMS	Gene Norris
29 - 31 May	Baby Owl Cove (off Broad Creek)	Ron Hill
5-6 June	Dividing Creek (off Wye River)	Hank Recla
19-20 June	Rideout Creek (off Whitehall Bay)	Jaap Kaper
TBA late July	CRAB FEAST by Land or Sea	TBA

RESERVE JULY 31, 2004 FOR THE CORSICA RIVER GET TOGETHER!

ANCHOR IN THE BEAUTIFUL CORSICA RIVER WITH OTHER FLEET 12 MEMBERS—GO ASHORE FOR A CHICKEN DINNER PICNIC. FOR MORE INFORMATION, PLEASE CONTACT DAN OR MARYANN BRAIL, 410-757-2938 OR 410-768-5722; EMAIL AT

Dan brail@compuserve.com

RON'S MAINTENANCE TIPS

By Ron Hill, Apache #788

HEAT EXCHANGER END CAP GASKETS. I've written a number of Mainsheet articles that talked about the complete replacement of the end caps. I've found that from time to time that I need to pull the end caps to inspect the heat exchanger inside or retrieve a broken zinc. Glenn-Mar Marine in Largo, Florida carries SEM-DURE replacement parts. Their phone number is (800) 282-0123. The entire end cap assembly kit for a 3-1/8" heat exchanger is #5373 used on the M25XP and M35 engines. (The smaller 2-1/8" M25 exchanger assembly is #5372.) For the 3-1/8" gasket #0332 (\$1.50) and rubber washer #5068 (\$.70), the cost of shipping and handling was more than the cost of the parts, so you might as well get some spares. You can also get these parts from Universal, but at 3 times the cost.

REFRIGERATOR FAN. It's important to keep the air inside the fridge circulating to eliminate hot/cold spots so some food doesn't spoil while other items freeze. A recent Practical Sailor showed how an individual made his own circulating fan system. I found a simpler solution than drilling a hole in the fridge box and wiring it into the refrigerator switch on the main electrical panel. I've always used a FRIDGE-MATE 3 volt fan. It will run for over 30+ days on two D cell flashlight batteries. I loop it on a string and hang it on the thermostat knob. You can buy one at West Marine for \$19.99 or Shoreway Marine (800) 443-5408 for \$17.29.

A SEARS STRAP WRENCH is a very handy item to keep on the boat. I think they are on specials for around \$10. The larger (red) one is perfect for changing RACOR and engine fuel filters. It also works on the oil filter. The Sears strap wrench

won't bend, dent or puncture the filter while you are trying to remove it. This is especially true when changing out the engine mounted fuel filter. A nice thing about Sears Craftsman tools is if you break one they'll replace it free.

OBERDORFER/SHERWOOD PUMP SERVICING. At the start of this new season, add some lube to your raw water pump. Remove the faceplate and pull out the impeller. Add some of Bill Nuttall's "Aqua Lube" or some other waterproof/water resistant grease to the inside surface of the pump housing, that the side of the impeller blades ride against. Reinsert the impeller and add some grease to the inside of the faceplate. This grease provides a seal as well as lubrication to the sidewalls of the impeller. Don't overdo the grease or the excess has to go somewhere and could clog the outlet water line or the heat exchanger.

STORING EXTRA FILTERS. I found that the face of oil and fuel filters can rust, especially in the humid summer weather. Before I store my extra fuel or oil filters, I spray the inside metal face with a shot of WD40 and then put them in a Ziploc bag. That keeps them from getting rusty and the WD40 doesn't bother either the fuel or oil after installation.

MAINTENANCE TIP – CLEANING SHORE POWER CORD

By Bill Beck, Prosit

Want to clean up that dirty, funky yellow shore power quick and easy? Here's a tip from a recent *Sail* magazine that I tried and it works great. Go to Home Depot or the local hardware store and get some brush cleaner. Look for one where the directions call for rinsing the "brush" in water after cleaning. I used "Roller and Brush Cleaner" by Klean.Strip

available at Home Depot. This works much better than Acetone which I've tried before with limited success. After cleaning rinse the power cord with water. Then give it a coating with Starbrite "Power Cable Cleaner/Protector" which claims to leave a protective coating. Your shore power cable will look like new!

KNOTLOG THROUGH-HULL MAINTENANCE.

by Brian Reed

I've never given my knotlog much thought until mine started acting up last year. I cleaned the through-hull impeller and tested it, but it was just plain unreliable. Mine was an Autohelm brand, now part of Raymarine, and less than 10 years old, so I didn't want to replace the whole thing for \$300-400 dollars if I didn't have to. As always in these situations, I started doing some online research for a cheaper fix. I came upon a maintenance kit for my model for the comparatively low price of \$35. I ordered it last winter and stuck it in the boating closet of my house until spring arrived. Well, spring is officially here and last weekend I pulled out my kit and installed it.

I hadn't really looked at it much when it arrived, but I found it interesting that the kit included six O-rings and one new paddle wheel. I really wanted the paddle wheel and installed it using the supplied instructions. Upon doing a dry test, it seemed to fix my problem. Then I looked at the O-rings. They are pretty

important for a through-hull fitting if you think about it. Important enough that both the knotlog impeller and the dummy plug have three each, a small, medium, and large to give you triple protection from leaks. Even a slow leak in a through-hull, unattended, could sink a boat while you are away for a couple weeks. So I replaced mine, again per the instructions, on both the dummy and the impeller. It seemed funny that in more than a decade of boat ownership, this maintenance item had never been on my list. Sure, when I replace my impeller or the plug, I dry it off completely and go back several hours later to make sure it hasn't leaked at all. I avoid changing the plugs just before leaving the boat to make sure I have that observation window of time. However, I've never looked at the condition of the O-rings before.

I added it to my checklist, the one I keep in my log, for an annual inspection. If you have a through-hull knotlog, maybe you should check yours, too.

THE WOW FACTOR

By Bill Beck, Prosit

So, you're thinking about that new boat -- thinking about "moving up". What is it that tips the scales, pushes you over the edge, makes you decide to take the plunge? Of course, it's the WOW factor (you read the title). In order to examine the WOW factor in all of its intricacies, let's take a typical sailboat consumer, we'll call him Bill Sailboat. And just for the sake of this fictional story, let's say he has a typical family -- wife, two kids (boys) and lives on Long Island Sound not far from New York City. He belongs to a small, family yacht club, has been out crewing for his friends, but doesn't yet own a sailboat. Now comes the winter sailboat show at the Coliseum in New York City. Bill and his wife (Dot Sailboat) head into the city on a whim. And there it is in all its glory, a Catalina 22. It has everything a family of four could need! A galley (that slides away for a berth), a portapotty, and a table that becomes a berth (wow). It even has a top that pops up, allowing standing room for at least 1 1/2 people (wow) and it doesn't cost any more than a new car (double wow). So begins Dot and Bill's saga into wowdom.

Bill, Dot and the family now begin their adventures on Long Island Sound. A trip to Mystic, CT taking three days where the boys run into their friends who have driven up that morning. They can't believe it, they think they have sailed to the end of the earth. Visits to numerous ports where people are amazed when a family of four emerges from that little sailboat. And then reality, the portapotty is under the V berth. The late night trips to the marina head under the cover of darkness to empty it since marina owners frown on "overloading" their systems. Friends in larger sailboats who are days ahead of you on cruises.

So now it's time to move up. Look at that 29 foot Seafarer. It has standing headroom (wow); a separate head (wow); pressure cold water (wow) and an internal engine (so what if it's only one

cylinder and 8 HP) (wow anyway). What more could you want. Bill and Dot have reached sailboat nirvana (WOW). Now they really can sail to the end of the earth (also known as Nantucket). So what if the engine can only push the boat at 3 knots (an what if there is an opposing current or worse, wind and waves on the nose, ok, we'll tack). So what if dropping the headsail in bad weather requires a trip to the bow like riding a bucking bronco. So what if bleeding air from the engine requires an elaborate process of removing and reinstalling fuel lines and it has to be done a lot usually under the worst conditions when you really need the engine. So what if getting a hot shower requires hanging a plastic bag from the mast to get two cups of hot water. So what if the curtains over the alcohol stove are a little charred. OK, you get the picture -- time to move up again.

Have you ever seen a more beautiful boat than a Catalina 34?! And look at those features -- hot water and an inside shower () (you get the idea by now); a real engine (); roller furling jib (); two separate cabins with doors (); a gas stove with oven (); air conditioning (); and space, oh the space. Could there possibly be anything better -- never. But wait -- What about a separate shower so you aren't forever cleaning the head; a berth that you don't have to be a trapeze artist to get in and out of; a mainsail that rolls up too; and isn't that boat getting a little small for two people? Don't we need a bigger engine, or more water or fuel. Or how about a generator so you never have to go to a marina? Ooops, how about a generator so you can charge batteries and have air conditioning while anchored? Maybe even something that has windows that you can see out of while sitting in the salon. Wait, is Dot Sailboat threatening to change her name to Dot Trawler. Maybe there's a compromise that has the right WOW factors. To be continued.....

Bill Beck Still Prosit (but for how long??)