

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

DOCKLINE



Volume 14 Issue 3

Catalina 34 Fleet 12 Chesapeake Bay

July, 2004

FLEET CAPTAINS SIGNAL

June saw "Quintet" on cruises for a total of nearly three weeks in the northern Chesapeake. Cruise highlights included Dunn Cove, Dividing Creek and Wye Narrows, Rock Hall, Fairlee Creek, the Corsica River, Annapolis (well, WE like it!), the Magothy River/Stillery Bay, Baltimore (before the Rendezvous), and Back Creek off of the Sassafras.

I wonder if Fleet 12 members would like to organize something longer than a weekend raft-up? Extended cruising like this (well, relatively

speaking, anyway) can be a lot of fun with a group of friends.

Toward the end of our last cruise we had the misfortune to lose the electric fuel pump (still looking for it...), but had a new one installed, and all is well with "Quintet" again.

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EDITOR'S NOTE

THERE ARE WONDERFUL, FASCINATING PICTURES IN THIS ISSUE OF THE DOCKLINE. THEY MAY TAKE A WHILE TO LOAD IN YOUR COMPUTER, BUT DON'T MISS THEM.

XX

NEW DOCKLINE EDITOR(S) NEEDED. GREAT JOB, LONG HOURS, NO PAY, MUCH PRAISE. PLEASE CONTACT JACKIE MARTIN BRENER IF INTERESTED.

ENTER THIS CONTEST – WIN BIG PRIZES

The editors thought a contest would spice things up now that the light winds of July have set in.

Complete the following sentence – When you are out and about on the Bay, you can tell who is a power boater because..... (Example, the men are all wearing Hawaiian shirts.)

Here are the rules.

1. Entries must be received by the editor by November 1.
2. Email entries to martinjq@cox.net
3. There will be three prizes, 1st prize, 1st runner up and 2nd runner up. If there are multiple identical entries the earliest entry will win.
4. The decision of the editor is final.
5. The winner will be announced at the Fall meeting. Must be present to win.
6. Valuable prizes will be awarded, how valuable depends on the generosity of the Treasurer.
7. Don't crab to the editor if you don't win. Don't crab to the Fleet Captain either.

FOOD, BEER, MORE FOOD IN BABY OWL COVE, MAY 29-31, 2004

By Ron and Phyllis Hill, Apache

We couldn't leave the Great Wicomico River until early Thursday AM. So with an overnight stop in Solomon's, we were surprised to find two Fleet 12 boats in the Cove on our arrival Friday evening. Bill and Dot Beck on "Prosit" were rafted to Corky and Lin Dalton on "Present Perfect." We accepted Corky's invitation to raft for the night.

First order of business was to tour the Dalton's new C-35 followed by Happy Hour. On Saturday we dingied up Grace Creek and bought soft shell crabs for supper. During the afternoon, Dave and Joanie Shreder on "Blue Horizon" and Palmer and Carol Esau on "Cheers" arrived to further test Corky's anchor. That evening food was pooled for dinner. Lin and Dot did a great job cooking the soft shell crabs. Pork tenderloin was cooked on my grill. All the trimmings (and many bottles of wine) added up to a good meal, lots of sea stories, and a fun evening.

Sunday morning "Present Perfect" and "Blue Horizon" left. Palmer put down the hook and "Apache" and "Prosit" rafted on "Cheers". That afternoon Jim Brener and Jackie Martin arrived on "Wind Spirit." Jim and Jackie anchored separately, but dingied over for a tour of the Palmers' Beneteau 433. We all spent a rather quiet afternoon watching a parade of boats arrive to also anchor or raft in Baby Owl Cove. Palmer stopped counting at 50 boats in the anchorage. As often happens, a raft of boats behind us informed us we were dragging. Palmer moved the raft and reset his 45 lb CQR with 3/8" all chain and we dragged no more!

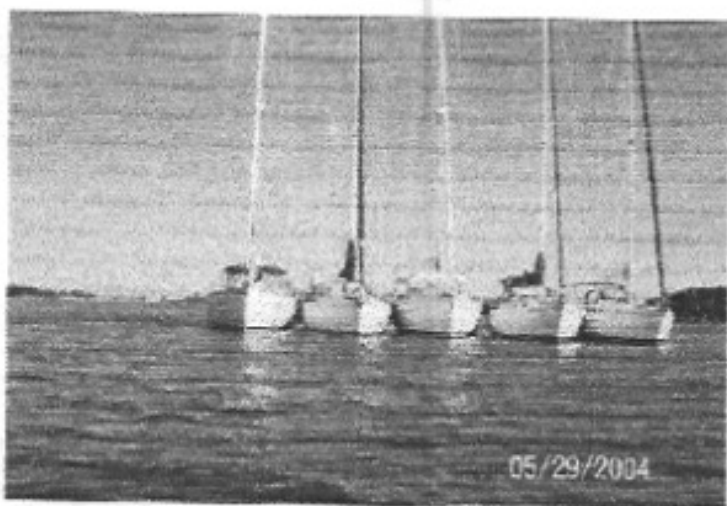
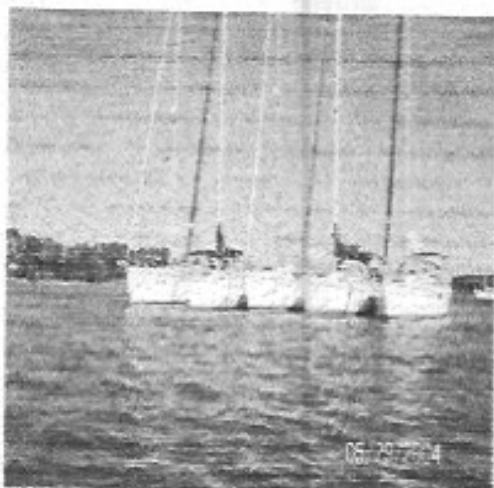
I spotted an unoccupied inflatable with a very nice 15 HP Johnson drifting by our raft. Jim Brener and

I jumped in my dink and lassoed the stray boat. Jim and I went up wind with the stray inflatable. At each boat we claimed, "salvage rights" until we found the surprised owners. They showed their gratitude by rewarding us with a Rolling Rock beer each. We thanked them, but I would have thought that a 15 HP Johnson was at least worth a Corona or Heineken!

We had another great Happy Hour on "Cheers". We were going to skip dinner, but Carol and Palmer invited everyone to dinner in the spacious and elegant salon of "Cheers". Dot dug down into her fridge and provided Kielbasa enough for all. Despite light rain and a chill in the air outside, we were comfortable on Cheers. Carol even turned on the AC for us and Palmer demonstrated his satellite reception on his plasma screen TV!

The Esaus and Becks left Monday morning for home. The Broad Creek monster detected that "Prosit" was in the area. Unhappy that "Prosit" escaped a grounding on a previous visit, the monster attached a trot line and float to the rudder of "Prosit." Captain Bill foiled the monster by going overboard to cut the line and escaped again. (See Below.) The only other casualty was Palmer's right thumb. After anchoring twice and raising the anchor Monday morning, the strain of operating the remote control for his electric windlass required a cortizone shot to relieve the pain and swelling. (smile)

Taking into account the extra length of two of the boats, the raftup was attended by 6.294 C34s. Thanks to all for a fun weekend!





HOW TO SNAG A TROT LINE

By Bill Beck, Prosit

Have you ever snagged a trot line? After 24 years of sailing in the Bay, I managed to snag my first trot line this spring, and believe me, it's no easy feat. Now all of us have managed to snag at least one crab pot float and spent a seemingly endless amount of time perfecting our diving skills trying to untangle the line from the prop (or called TowBoat U.S.). You haven't? - - well that's another article.

Before I tell you how I accomplished this unbelievable feat, let me first describe what a trot line is for those of you who may be unfamiliar with this Bay hazard. It is a unique Eastern shore anomaly. A crabber strings a line, usually about 1/2 to one mile in length between two floats (that are not, let me assure you, painted day-glow orange). Along this line every 20 feet or so is tied a piece of bait (no hooks involved). The line lies on the bottom and hopefully attracts crabs to the bait. The crabber moves his boat along the line, and has the line over a piece of pipe out the side of the boat. As the bait, hopefully with crab attached, nears the surface he scoops the crab into the boat with a net. Pretty simple, effective and the source of many a livelihood.

Now, since most of the line is on the bottom and you stay clear of the crab boat, how do you snag it?? Well, it was a dark and stormy night - - oh, oh, that's a little too much literary license since the

"trot liners" are only out in daylight (or predawn). But it was a foggy, rainy spring morning (Memorial Day weekend) and I steered (yes, it was me, not my trusty mate) too close to a float which I didn't see. Voila, stopped in our tracks. Why didn't we just pull the float and line along? As I come to find out from the crabber who came by, they are anchored by old engine blocks. My mighty 30 hp is no match. The crabber seemed neither particularly upset nor helpful. After informing me how it was anchored he said he was going to the other end of his trot line to pick it up and left.

Now what? After trying to free it with the boat hook, I finally determined that a morning dip in Broad Creek was necessary. Once in the water, I found, thankfully, that the line was only snagged over the top of the rudder. Three cuts were necessary, either side of the rudder and the line from the float to the anchor. A quick pull on the remaining piece of line at the top of the rudder and it was free and we were back on our way - - much more alert. Actually, I didn't even have to drop the anchor which is usually step one when snagging a crab pot. Some have suggested that immediately putting the engine in reverse may "unwind" the crab pot line if you catch it soon enough. Here's hoping the rest of you will not have to add this little diversion to your Bay sailing experience. But then again it is a good seafaring "yarn" for the grandkids.

.....

STORMY WEEKEND RAFT-UP, WYE RIVER EAST, DIVIDING CREEK June 5-6, 2004

By Ron and Phyllis Hill, Apache

With an overcast sky and a forecast of rain and thunderstorms for the weekend, only the hearty decided to come, a good call. Forecasters were correct. Hank and Susan Recla were hosts, but due to scheduling problems, Phyllis and I substituted for them. We motor sailed from St Michael's on Friday

afternoon and anchored in Dividing Creek. Bill and Kathleen Nuttall on "Irish Lady" arrived Saturday about Noon. They had anchored in Shaw Bay Friday night to check out their boat's ground tackle during the forecast frontal passage that night. "Irish Lady" rode well in the 30 to 40 knot winds, but they

were happy to arrive in the quiet protected waters of Dividing Creek Saturday morning. That afternoon we enjoyed a few bottles of Bill's "Fat Bastard" wine and Kathleen's dried beef dip and we talked well into the evening.

The raft broke up at mid-day on Sunday and we both sailed to moorings in Annapolis Harbor. Monday morning Bill and Kathleen continued on to "Nuttall Land" on the Ware River in Mobjack Bay.

SUCCESSFUL FLEET 12 RAFT-UP HELD IN RIDEOUT CREEK, JUNE 19

By Jaap Kaper, Sea Rover

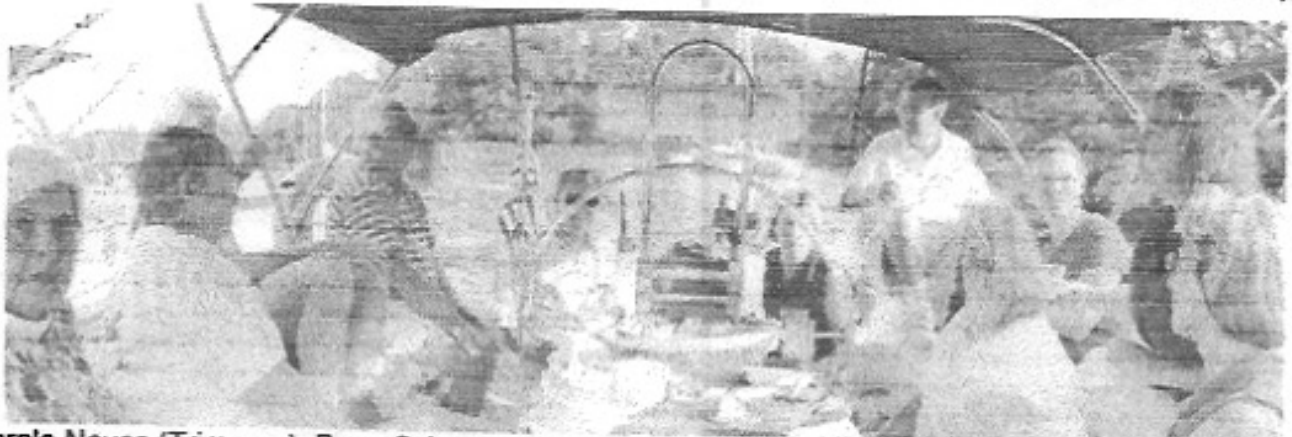
Mindful of last year's raft-up hosted by Sea Rover, when weather conditions forced us to move the event to Rhode river, we decided to sail to Rideout the day before, on Friday, June 18. The weather was atrocious, sky-high humidity and no wind! Thunderstorms were predicted for late afternoon. Although relief was expected for Saturday, June 19 with a cold front working its way through, I didn't want to take any chances with Sea Rover not being there on time on Saturday. We had received three E-mails from Sam Veil on So Fine, the Schreders on Blue Horizon, and John and Therese Gardner on Seventh Heaven, the latter with a tentative commitment (Therese had to do real-estate and daughter Siobhan had to fly to England on Sunday). For a change the weather prediction was accurate. In the evening we had a heavy rainstorm, giving me a chance to check all the leaky hatches on Sea rover. Saturday morning however was a delight, the humidity was gone and bright sunshine with a NW breeze drying us out. Around 10 or 11 AM Sam Veil called us on the cell phone to cancel due to unexpected problems. Ernestine and I were beginning to wonder whether we should consider an extended mini-cruise to eat the 20 eggrolls and other food ourselves. After all, Seventh Heaven's participation was tentative and Blue Horizon could also call off. Around 3 PM there was a very positive development. John Gardner and daughter showed up on Seventh Heaven accompanied by another boat (a trimaran) with Andy and Carole Noyes plus daughter Leslie. Could they join us at the party? Therese had to be picked up by dinghy

a little later. So all of a sudden we could expect at least 6 guests. No more eggroll indigestion for us. In view of the weatherfront still expected to come through John and Andy decided to anchor separately, and dinghy over when Therese was there. Then another surprise. A C30 came in for close inspection and on it were Dave Ewing and De Winchell. It was the new Cherette! Dave had not received the reminder I E-mailed a week before the event. Apparently he is not on Joan Davies' crab feast list which I had hijacked. However, they knew about the Rideout raft-up from the April Dockline. Soon, thereafter, Blue Horizon also showed up. They had come the longest distance from Herrington Harbor North beating against a gusty NW wind. We ended up with a three-boat raft, Cherette, Sea Rover and Blue Horizon. Then a thunderstorm warning was issued from Baltimore, accompanying the weatherfront, and the northern sky began to darken suspiciously. The two Dave's and I had a quick conference as to what we'd do in case the storm would hit. Luckily a few moments later the skies cleared and suddenly all our weather worries were over. The party could begin. Everybody brought their goodies, plenty of food and drinks for all 12 of us. The cockpit of the C34 MKII perfectly accommodates 12 sailors. Daughters Siobhan and Leslie soon left us to do some creek exploring and to take care of the two dogs left behind on the trimaran. As darkness descended John, Therese, Andy and Carole dinghied back to their own boats. The other six of us stayed around a little longer enjoying the nearly perfect weather conditions and the variety of

liqueurs Sea Rover usually carries around in front of its "portholes" (on the C34 MKII it's just about the only useful purpose this space serves). However, I was delighted to have found as yet another person with a taste for Dutch jenever (I have to admit that in the past friends have also asked me whether I use the stuff to remove stains from the deck). Last

year Ralph Caruso liked it very much, and last Saturday Joanie Schreder said she liked it. After taking a second shot I really believe she meant it. Great Joanie, when are we going to have a Dutch jenever party? With enough advance notice I'll get the jenever from the tax-free store at Amsterdam airport come September.

From left to right in the picture are: Ernestine Kaper (Sea Rover), De Winchell, Dave Ewing (Cherette), Andy Noyes (Trimaran, which you see in background), John Gardner (Seventh Heaven),



Carole Noyes (Trimaran), Dave Schreder (Blue Horizon), Therese Gardner (Seventh Heaven), Leslie Noyes (Trimaran), Siobhan Gardner (Seventh Heaven), Joanie Schreder (Blue Horizon). The 12th person (me) took the pictures.

RON'S MAINTENANCE TIPS

By Ron Hill, Apache, #788

Braided versus Stranded Dock Lines. About the time of Hurricane Isabel last fall there was an interesting article in Practical Sailor written by Boat U.S. Insurance Company. The essence of the article was that during heavy winds lines tend to extend and contract. It seems that braided lines tend to wear through the core first! The article professed that the outside jacket and the core extend at a different coefficient. This differential extension causes friction and subsequent heat causing the core to fail. You may want to review the article yourself. In the meantime, don't get rid of your three strand dock lines. I personally use 5/8" three strand nylon for my dock lines in my home slip.

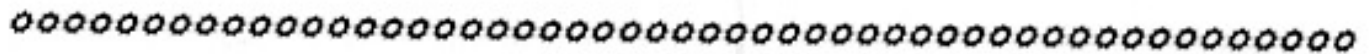
Electrical Contact Cleaner. Back in days of manually tuned TVs (turn the knob, click, click to change channels), I used a product called "Tuner Cleaner." You can purchase a small can at Radio Shack for under \$5.00. It helps keep the electrical contacts clean and lightly lubed. I use it on battery and other electrical connections/contacts. The light oil base keeps corrosion from forming. It is a handy item to keep on board.

Gray Anti-skid Touch Up Paint. I'm sure that you've dropped a wrench or another tool on your gray anti-skid deck. The chip or ding isn't bad enough for a gelcoat repair so a paint touch up is in order. I found (thanks

to Al Cameron "Third Star") an identical color match paint in a model shop. The color is Model Master brand "Canadian Voodoo Gray #16515 made by the Testor Company. It is a gloss, but the shine wears off in a few weeks. I'm sure there's a match for tan and other anti-skid colors. Go to a model shop and check for your color.

Safety Checks. After years in aviation and pre-flights, let me pass on some helpful visual tips. When you check a castellated nut, you always look at the cotter pin and look for one of the splits to be bent back onto the center of the threaded bolt. When looking at a self-locking nut (either nylon or split) make sure that you see two threads of the bolt showing on the outside of the nut. If there is a plain nut that is not castellated or self-locking, it's best to place a slippage mark on that nut extending to the surface it is tightened to. A thin line magic marker or contrasting color fingernail polish can make this mark. Then during inspection you can look at the nut and see if the slippage mark has moved. A jam nut on top of the top engine mount nut with a slippage mark will insure you can see if anything is loosening. Another good example is a dab of fingernail polish on the edge of the nut that holds the alternator pulley to the alternator shaft.

Spring Cleaning. This past winter and spring I took time to clean my battery terminals and refrigerator contacts. Over the years my Link 10 ammeter has let me know that the refrigerator was using more than the normal 3.6 amps during the "on" cycle. In fact it had raised to 4.7! After my "spring cleaning," it uses 3.5 amps during the "on" cycle.



THINKING OF CRUISING THE ICW ?

By Bob Blerly, C'mon Wind

The annual Southbound Cruisers Reunion will be held in Baltimore at the Anchorage Marina on 9/7/04 through 9/09/04. This is an essentially free, three-day seminar covering items of interest for southbound folks as well as a reunion of long and short time cruisers who have made the trip to Florida, the Bahamas and, some, to other parts of the Caribbean. The only costs are your slip (or transportation daily) and food. Speakers this year include:

- ***Skipper Bob** – who publishes books on marinas and anchorages along the ICW;*
- ***Larry Berlin** – will talk about care and troubleshooting of diesels. He is a Yanmar tech rep;*
- ***Eileen Quinn** – a Canadian folk singer who writes and sings about the southbound experience;*
- ***Chris Parker** – coastal and offshore weather person; he does daily weather in the Bahamas;*
- ***Steve Miller** – boat bottom problems and paints;*
- ***Bob Noyce** – boat surveys: what you should know;*
- ***Gary Reich** – Waterway Guides;*
- ***David ABT** – preparing your boat for offshore cruising;*
- ***Marti Brown** – setting your boat up for email through Ham and SSB radio;*
- ***Rosemary Lynch** – American Intracoastal Waterway Association.*

The way the reunion operates is very flexible. A couple of seminars are held each morning and afternoon. Lunches are generally sold on site like hot dogs or sandwiches all at cost. Dinner is organized to take advantage of local pubs and restaurants which are solicited for inexpensive specials for the group. One evening will be a large potluck and the final night will be a big buffet dinner in a local hall sponsored by Mount Gay Rum. West Marine will have a special cruisers night and will provide boat inspections, old flare disposal, life raft maintenance, EPIRB service, fire extinguisher service and a flea market.

The best feature of this seminar is the opportunity to meet lots of ICW veterans who willingly help you prepare now and assist along the way. For a complete package including the agenda, go to the web site at: www.sbcruisers.org. If you plan to go please RSVP Robertp@aol.com. Make your own boat reservations at the Anchorage Marina if attending by boat at 410-522-7200. Ask for the Reunion discounted rate for the three nights. We have attended all three previous reunions and highly recommend attending even if your ICW trip is off in the future. The info is useful for planning ahead and preparing your boat. Hope we see you there! Bob Bierly, "Cmon Wind"

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](mailto:DanBrail@compuserve.com)

MERRY MAKING AT THE CRAB FEAST, ROCK HALL, JULY 10, 2004











FALL MEETING!

SATURDAY, NOVEMBER 6
CAMBRIDGE, MD
(MORE INFORMATION WILL FOLLOW
LATER)

POLICY CHANGE AT CATALINA YACHTS

We lost the sink stopper, the silver plastic one with a spring and pin on the end and called Catalina for a replacement. The Part number is 10104 "Sink Stopper w/Spring" for those interested. Chris returned my call and said that Catalina will no longer take verbal orders and to email or fax your request to them. He said I could send an email to chris@catalinayachts.com or fax to 818-704-6612. I used the email to send my order and credit card information and as promised, Catalina is sending me 2 stoppers at \$5.00 each plus \$5.66 shipping. Now Ron Hill will most likely come back and say I could have found them at Home Depot for sixty-five cents. Moral of story, don't lose these suckers.

I said I would pass this new policy on to the members of Fleet 12. Jim Brener, Wind Spirit

CATALINA RENDEZVOUS, BALTIMORE INNER HARBOR 2004

The Catalina Rendezvous was held the weekend of June 26. Denise Gill reported that it was attended by Denise, Dan Brail, Henry Heck and Mercedes Casanova from Fleet 12. She wrote, "There was a Most Outrageous Desert contest, and we entered and won a second place. The first place went to some lame chocolate cannon with chocolate covered cherry cannon balls (guess they tasted good).

"They had a ton of giveaways and great seminars. One of the speakers was Tom Neal the well-known liveaboard cruiser who writes for Cruising World and has a site on Boat US.com. In addition, the venue was terrific and the Saturday nite party was a lot of fun."

Thank you to Denise, Dan, Henry, and Mercedes for representing Fleet 12!

