

FLEET CAPTAINS SIGNAL

Here it is, half-past November already. Quintet looks a little forlorn at present, awaiting a new suit of canvas and a repaired autopilot.. She's sitting in our dock on Mill Creek in Solomons, keeping company with the oysters we're trying to grow for the Chesapeake Bay Foundation. If you have some underwater slip space, maybe you could try your hand at oyster growing, too. You don't get to eat them if they are returned to the Foundation after a year for eventual relocation to an oyster reef somewhere in the Bay. You can consult the Foundation's web site for details on this interesting project, at <http://www.cbf.org>.

I want to thank everyone for re-electing me Fleet Captain for another year. Comments and suggestions are always welcome. Just email me at mailto://e_norris@verizon.net. I regret not being able to attend the Fall meeting in Cambridge, but I've been elected Cruise Governor for the Southern Maryland Sailing Association and had to attend the annual planning meeting that weekend, as well as a crucial homeowners' meeting. Thanks to Jim and Jackie and their helpers for making the meeting a success, and thank you, Lou Berman, for volunteering to host the Spring 2005 meeting at Knapps Narrows. While there will have been three successive Spring and Fall meetings on the Eastern Shore, we'd welcome YOU to host a western shore meeting, especially the 2005 Crab Feast or the Fall 2005 meeting.

While I'm in a thanking mood, we all owe a debt of gratitude to Ron Hill for ably managing the Spring and Fall Raft-up schedules. I know Ron is looking for help, and this organization runs entirely on volunteer support. At the very least, do volunteer to host a raft-up in 2005.

Speaking of email and nets, I've added a photo feature to my web site. You're welcome to visit at http://mysite.verizon.net/e_norris/index.htm. Just click on Photography after seeing the most recent photo of granddaughter Hannah in her Halloween outfit. Hannah, by the way, is the eponym of a new sailboat, Hannah Kai, donated by her parents to the Stanford University Sailing Program. Her Dad was a Stanford All-American a few years back.

I hope to see many articles in this edition describing your raft-ups, especially the Fall ones. Ron Hill had put together an interesting and geographically diverse schedule, ranging from the Magothy to the Choptank and Little Choptank to the Great Wicomico.

I was gladdened to see so many of you at De Winchellis memorial service in Annapolis, and I'm sure Dave Ewing appreciated your presence as well. Both De and Dave are in our thoughts.

I once again am contemplating a longish trip to North Carolina, probably in June. This will take us to both Albemarle and Pamlico Sounds, perhaps with a visit to Roanoke Island to see the Lost Colony play. I have a sample 3 week Itinerary that I will get on the web site and perhaps in a future Dockline. I'd be happy to hear from anyone interested in going along with us. This could be a joint Fleet 12 and SMSA cruise.

And finally, Jim and Jackie have done a marvelous job during their editorships of the Dockline. New member Larry Logan who sails his C34 (Grasshopper) will be the new Dockline editor beginning in January.

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EDITORIAL MUSINGS, PART 1

by Jackie Martin Brener

At the meeting last week a brand new member, Larry Logan, volunteered to produce the *Dockline* beginning in January, 2005. I am thankful that someone volunteered to take over the *Dockline*, and I am also somewhat sad that I am giving it up. I have had to learn how to manipulate Microsoft Word in many more ways than I knew were possible, and I had the opportunity to disseminate information and to create something of value to our Fleet 12 members. I think, however, that it is time for Jim and I to relinquish this privilege to someone else.

It is, therefore, that I am completely perplexed and chagrined that this, our last issue, contains no pictures and only two stories about the raft-ups that were held in the late summer and fall. These two stories were submitted by the Hills and the Brails. I wish to thank them greatly for their short stories that appear in this issue. For the past two years we have had a profusion of stories and pictures. We had so many stories that it took me days to publish the *Dockline*. We had so many pictures that I decided to publish the *Dockline* by email only so that we could publish all of the pictures. And now, as I am giving it all up, it seems that everyone else has decided to give it up, too.

Well, I certainly hope not. Larry will still need all of your articles and pictures that make the *Dockline* your paper. And while I am on the subject, the *Dockline* needs more stories written by women. As I have gotten to know the members of Fleet 12 better over the past two years I have begun to realize that some women on sailboats are just that—women on sailboats, going along for the ride. I would like to read more articles by women in the *Dockline*. Many of the female members of the Fleet don't even read the *Dockline*—evidently, the computer is controlled by their husbands. So **WOMEN ARISE! I AM EMPOWERING YOU TO READ AND TO WRITE FOR THE DOCKLINE.** And men, please keep those stories coming, also. Thank you all, we hope to see many more members at the Spring Meeting.

EDITORIAL MUSINGS, PART 2

by Jim Brener

In reading the current issue of the *Mainsheet*, I noticed a common thread among the individual Fleet leaders: how to encourage more participation. It occurred to me that we all need to recruit more boats into Fleet 12, and to get more owners to attend the Spring meeting and summer raft-ups. You could send Gene Norris your ideas on how to make Fleet 12 stronger, encourage greater participation, and be more

fun. Fleet 12 is about 50 boats strong, but there are many more C-34s on the Bay. While we don't keep records, I would guess that around half of the boats in Fleet 12 or less participated in one or more Fleet events. Fleet membership can be more than just attending raft-ups or the Spring or Fall Meetings. It can also be about making friends and sailing together or joining in an informal social gathering for dinner ashore. It is also about sharing your technical knowledge and sailing experience with other sailors.

At the Fall meeting two new members stepped up to publish the *Dockline*. Jackie and I sat at a table with two couples we did not know before. We talked about our summer, our boats, our lives—it was how it should be and a good time was had by all. Jackie and I have received all kinds of benefit from our \$20 membership dues. Please share the opportunity to be a member of Fleet 12 with other owners of C34s.

DUES! DUES! DUES!

YOUR FLEET 12 DUES ARE DUE NOW, BUT NO LATER THAN JANUARY 1, 2005 FOR THE 2005 YEAR. WE NEED YOUR MONEY PROMPTLY IN ORDER FOR THE NATIONAL ORGANIZATION TO GIVE US EVEN MORE MONEY!

SEND YOUR DUES TO JOAN DAVIES, THORN HILL ROAD,
P.O. BOX 573, JACKSON, NEW HAMPSHIRE 03846 -
\$20 PLEASE

IN THE NEWS

New members, Larry Logan and Becky Strandberg volunteered at the Fall Meeting to publish the *Dockline* beginning in January 2005. Thank you to both

of them.

Prosit, the 1992 Catalina 34 owned by Bill and Dot Beck is for sale. If you know someone who would be interested in this boat, you can call the Becks at 703-250-4609. The Becks have ordered a new 43i Jeanneau Deck Salon sailboat. I hope to be invited to a raft-up on their new boat.

Corky & Lin Dalton began their journey down the ICW in October in their new C350, iPresent Perfect.i

SRING MEETING WILL TAKE PLACE ON TILGHMAN ISLAND

by Lou

Berman

I know it's early, but here is a heads up for the spring meeting:

The Spring Meeting will be held on March 19-20 at the Knappis Narrows Marina & Inn at Tilghman Island. The inn has 20 guest rooms. If we fill the inn we get the meeting room FREE. So please plan to attend. The inn has 4 rooms on the first floor at \$80 per room, 9 on the second floor at \$100 per room, and 6 on the third floor at \$120 per room, and one suite which will sleep 4 on the third floor at \$200. Dinner will be at the Bay Hundred Restaurant on the Narrows and a short walk from the inn. Our speaker will be Capt. Wade Murphy of the skipjack iRebecca T. Ruarki.

Save the date and make your arrangements early. The phone number of Knappis Narrows Marina & Inn is 410-886-2720 or 1-800-322-5181. If you need any info contact Lou Berman at 410-770-4814.

FLEET 12 MEMBERS TOURED THE BLACKWATER NATIONAL REFUGE

Fleet 12 members attended the November 2004 Waterfowl Fest in Cambridge, Maryland on November 6. Prior to the business meeting and dinner the group toured the Blackwater National Refuge located

about 12 miles south of Cambridge, Maryland. In beautiful fall sunshine and 60 degree weather Park Ranger Thomas Miller from the Fish and Wildlife Agency guided the members through the Refuge. We spotted many geese, bald eagles, and hawks as we looked for the Delmarva silver squirrel, turtles, and other wildlife in the waterways and marshes. The members learned about the Refuge's endangered species, the government's role in establishing and maintaining the refuge and other interesting, new information regarding the Refuge. With the water, marshes, fall colors, and sunshine the Refuge was a splendid experience.

The business meeting and dinner was held at Portside Restaurant on Cambridge Creek in Cambridge. Ron Hill conducted the business meeting for Gene Norris who had prior commitments and was unable to attend. Gene Norris was elected for his second year as Fleet Captain. Joan Davies was elected as Secretary/Treasurer for another year. Larry Logan, a new Fleet 12 member, volunteered to publish the Dockline beginning in January 2005.

Joan Davies read the treasurer's report. Balance on hand as of 11/12/04 is \$2,640.65.

Ron announced that Marge and Lou Berman will host the Spring 2005 Fleet 12 meeting on Tilghman Island. (See above) Lou Berman informed the members that if Fleet 12 books all of the rooms in the Tilghman Island Inn that we may have the entire building for our meeting. More information will be forthcoming about that event. The Spring Meeting will be held March 19, 2005.

Jim Brener awarded prizes to the winners of his "You can always tell a powerboater because _____" contest. The answers and results are on Page 5. The judges for the contest were Marge Berman, Lou Berman, and Dave Ewing. First prize was awarded to Ron Hill. His prize was a desk calendar from which he can make one paper airplane each day

of the year. Second prize and third prizes were combined since they were both won by Walt and Janet Rupp. They won a Chesapeake Bay Calendar.

Cocktail hour was followed by dinner and door prizes were awarded during dinner.

CONTEST ENTRIES

FIRST PRIZE WINNING ENTRY BY RON HILL:

You can always tell a power boater because he thinks a wake is something that happens the night before a funeral.

SECOND PLACE WINNING ENTRY BY WALT AND JANET RUPP:

You can always tell a power boater because power boaters toss the anchor, see it disappear beneath the surface, jump into their dinghies and head for shore taking for granted their boat is securely anchored.

THIRD PLACE WINNING ENTRY BY WALT AND JANET RUPP:

You can always tell a power boater because they don't carry charts so they come along side and ask questions.

The other entries were:

From Ron Hill:

You can always tell a power boater because his first mate wears high heel boat shoes.

You can always tell a power boater from looking at the size of the gold necklace that he's wearing.

You can always tell a power boater because he leaves his air conditioner on, even when he's not on the boat for a week.

You can always tell a power boater because tears are in his eyes when oil hits \$40+ a barrel.

You can always tell a power boater because he thinks a 6 kt speed limit applies only to sailboats.

From Janet and Walt Rupp:

You can always tell a power boater because women on power boats have bleached blonde hair, wear party clothes and gaudy gold fashion jewelry.

You can always tell a power boater because power boaters smoke too much, drink too much beer and can talk about nothing else but fishing.

You can always tell a power boater because power boaters toss the anchor, see it disappear beneath the surface, jump into their dinghies and head for shore taking for granted their boat is securely anchored.

You can always tell a power boater because power boaters cut markers and run aground in the Patuxent River at Pt. Patience, Marker #80a serious mistake.

You can always tell a power boater because power boaters are at times adrift because they don't know how to properly anchor their boats.

You can always tell a power boater because power boaters intimidate women on sailboats cruising as duo partners.

You can always tell a power boater because power boaters like to create a wake to cause a sailboat to rock back and forth.

From Hank Recla:

You can always tell a powerboater because they think that their VHF radio is their personal cell phone.

You can always tell a power boater because they are a pain in the ass.

From Bob Bierly:

You can always tell a power boater by the stink of diesel fumes on their breath.

You can always tell a power by the sails draped over his bow.

From Warren Cook:

You can always tell a power boater because the gold chains he wears outweigh the anchor he carries on his boat.

You can always tell a power boater by the way they coil a line. They wrap it around their thumb and elbow, rather than a quarter turn per coil in their hand.

From Bill Nuttall:

When you are out on the beltway, you can always spot a power boater by the cute revolving propeller attached to the trailer hitch of whatever type of truck they are driving.

From Jim Brenner:

You can always tell a power boater but you can't tell him much.

You can always tell a power boater by the Bay bimbo sprawled across the bow.

You can always tell a power boater because they will come straight toward you and at the last moment cross your bow.

You can always tell a power boater because when he gets to his boat he is going somewhere, when a sailor gets to his boat he is already there.

You can always tell a power boater by the sick look on their faces when they pay at the fuel dock.

You can always tell a power boater, but why would you want to.

From Jackie Martin:

You can always tell a power boater from their feet they don't wear boat shoes.

You can always tell a power boater by their women they are always idolized up to women who sail don't care how they look.

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NOVEMBER 2004 MAINTENANCE TIPS

by Ron Hill, Apache

ENGINE OIL FILTER - I recently found that Purolator has had a sale on filters for under \$2.00! They have changed filter numbers from PER4620 to a new number L14459. It is a short filter, but still has the larger diameter for good filtration capacity. Also, it has a black rubber anti-drain back diaphragm that keeps the old dirty oil from draining out when you remove the filter.

A BETTER IMPELLER - For years I've used a Globe Marine impeller (#815) in my Oberdorfer raw water pump. They are made of a blue color elastomer nitrone rubber. They are far more resistant than the black Universal/Oberdorfer impeller and only cost \$14.95 each. I highly recommend them. You can order them from Defender Marine Outfitters at (800) 628-8225. Globe also makes impellers for many other pumps including Sherwood. However, you'll have to call Globe to get the correct number before ordering from Defender. Call Globe Rubber Company at (781) 871-3700.

BETTER USE OF HANGING SPACE - Look at the cross bar for clothes hangers in your hanging lockers. I found that my bars were mounted much lower and farther in (toward the hull) than necessary. By taking a hanger and measuring, I was able to move the bar forward and higher. The holders are only held in by one screw each, so they are easy to remove and reinstall. By moving my bar, I gained a few added inches so the coats and clothes hang higher and aren't squashed into the back of the hanging lockers.

WIRE TIES & STAINLESS LACING WIRE - Both of these are great items, but have their places to be used and not used. To secure any part of your ground tackle (anchor, swivel and chain to nylon rode) never use a wire tie or you're apt to lose whatever it is securing. Ground tackle is down there on the bottom with rocks and clam and oyster shells. That stuff is sharp and WILL cut thru nylon/plastic wire ties. Always use stainless steel lacing wire to secure the shackles and clevis pins of ground tackle. I always secure the running end and the bitter end of a bowline knot with a wire tie. That tie insures the knot will never inadvertently let go. I've also found that the black ties hold up much better than the white ties to the UV from sunlight. I secure a number of shackles with wire ties, but they are all above the water line. The wire tie just insures that the pin cannot back out.

GASKET MATERIAL - It is a cheap item (couple of dollars), but indispensable when you need it!! I always carry both regular and hi temp gasket material on board. With a sharp knife or razor blade you can make a new gasket in minutes. Another handy gasket item is a tube of non hardening Permatex. The only gasket that is difficult to manufacture on board is the one between the faceplate and body of the raw water pump (Oberdorfer/Sherwood). That gasket must be paper-thin or you won't create a seal so the pump will pump water. You can make one of those thin gaskets out of a piece of paper or just use that non hardening Permatex.

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CORSICA RIVER REGATTA AND RAFT-UP ATTENDED BY THREE C34ÍS

By Dan and Maryann Brail, Boomer

On the last weekend of each July the Magothy River Sailing Association and Corsica River Yacht Club have sponsored a combination of regattas anchored by an Eastern Shore shin dint Saturday evening. The big boat race begins at the Baltimore Lighthouse and finishes at R20 on the Chester River. We sail Boomer over in the cruising class. We follow the four-knot rule. If the boat speed drops below four knots, we use the motor. With a little help of cutting the course, we got line hours and the cannon. Since no trophy is involved, this is a Walter Mitty event.

There is good anchoring in a niche on the Chester River just off Conquest Beach. One must clear some dinghy and cat boat racers when coming into anchor. Free dinghy service is available to the shore. We played radio tag with Prosit and Apache who decided to anchor around the corner in the Corsica River.

The weather was great, as was the Blue Grass Band and chicken barbeque dinner. It has always been a nice gathering of sailors with cold beer on tap and a good view of a setting sun over the water.

COMBINED OÍDAY/CATALINA RAFT-UP ON LABOR DAY

by Ron and Phyllis Hill, Apache #788

The long range forecast was not the best, so I figured that only the heartiest of Fleet 12 would show up in Mill Creek off the Great Wicomico. Al & Ramona Cameron (Third Star) were invited to an iOíDayi get together, but still wanted to come to the C34 raftup. They mentioned this to the hosts of the OíDay, Cal, Ranger weekend, who extended an

invitation to the Catalinas to join their festivities. We accepted. I told Walt and Janet (Brigadoon) on the VHF not to go to Mill creek, but to come up to Horn Harbor, as plans had changed. The O'Day people planned a Luau and things were in full swing by the time we arrived and anchored. It was a bit dicey, but the fin keel of Brigadoon made it through the cut into Horn Harbor. We were presented with leis and asked to attend a dingy raftup happy hour. It was fun floating about passing hors d'oeuvres from dink to dink. We attended a blueberry pancake breakfast on the hosts dock the next morning and a margarita party and luau at 1700hrs. They were nice enough to award the grand prize of the drawing to a visitor, ME!! A GREAT time was had by all.

The next morning the WX on the Bay was as forecast - Rock & Roll! We found a dock to park Brigadoon and Phyllis gave the Ruppis a ride home. We wound up with more Catalinas than the sponsor's type boats at the O'Day/Cal/Ranger Raftup!!

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STAYING OUT OF TROUBLE -SAILBOAT RIGHT OF WAY

Captain Dan Brail, Boomer

There are different rules in life that get people in trouble. For example, there is the 100% rule where you must do something 100% each time. For example, all dock lines need to be untied when leaving a dock. There is the 80% rule where something applies most of the time but there are exceptions. When under sail, does a sailboat have the "right of way" over vessels not under sail? Is this right of way 100%, 80% or some other percentage?

The actual answer is zero. There are three sets of rules that apply to boats: International (COLREGS), Inland and Western Rivers. There were really no established rules until the collision of the Andrea Dora and the Stockholm. Till this day, the collision has not been resolved. International standards were adopted where the USA developed its own version, Inland, that are about 90% consistent with the COLREGS. Further modifications were made from Inland for Western Rivers. From this mix, we get some confusion with a share of folklore.

In sailing the Bay, we are only concerned with Inland Rules. Nowhere does Inland Rules talk about "right of way". There is only the burdened vessel and the privileged vessel. In every case, every vessel is responsible for avoiding a collision.

Inland Rules are further broken down to Open Water, and Narrow Channels and Fairways. In Open Water the pecking order is based on a vessel's ability to maneuver. Priority is given to vessels at anchor or aground. Next priority goes to vessels that are restricted in the ability to maneuver: mine sweepers, dredges, fishing boats using nets, trawlers, etc. In the pecking order, sailboats are privileged over boats under machine power (with exceptions) and

seaplanes.

To be a privileged vessel, the privileged vessel has certain responsibilities. For example, can a boat anchored be held liable if hit by a boat under power? Yes, the anchored boat must indicate that it is anchored by displaying the appropriate shape, light(s) or signaling device (restricted visibility - fog).

Another exception is when a sailboat is overtaking a boat under power. If the sailboat is overtaking another boat, the sailboat must stay clear and cannot turn a overtaking situation into a crossing situation.

There is a different pecking order in a Narrow Channel or Fairway. This is anything is that is buoyed. Ships over 20 meters in length who must navigate within the channel have priority. Sailboats and motor vessels have the same priority. A sailboat cannot require a motorboat under 20 meters to maneuver unless some other rule applies: meeting head on, crossing or overtaking.

Confused? Most other sailors are. To avoid trouble make your attentions known. Pick a heading that is apparent, use the VHF if you need to, pay attention and plan ahead. You can also slow down. If you are uncomfortable with the rules, classes are available for a number of sources.

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### **FOR SALE: PROSIT**

*Prosit* is a well maintained and well cared for one owner 1992 Catalina 34 (Sail Number 1186). Original design includes a walk-through transom. She has numerous upgrades to improve her functionality and livability. They include, but are not limited to the following.

#### Electrical System:

4 ñ 6volt Trojan golf cart batteries providing a house bank of 450 amp-hours. (New i04)

3 step regulator; EMON energy monitor (Ample); upgraded battery system wiring (#2 cable)

(i00); Hi-output Balmar Alternator (new i04)

1000 watt inverter wired into 110v electrical system outlets (4) with automatic switch that recognizes that shore power is dominant when shore cable is plugged in (i00)

40 watt 110volt battery charger (new i04)

Separate starting battery with concealed off/on switch

4 additional 12-volt outlets throughout boat

#### Canvas:

Dodger (new i00); bimini; insert piece with clear panel (new i00); side curtains (2 pieces each side) extending to stern (new i00); wheel cover; winch covers. When all canvas is installed cockpit is fully enclosed except for stern providing additional space and comfort during periods of cooler weather and/or rain.

Lifelines: Replaced i03 including installation of an additional boarding gate at bow.

## Electronics:

- VHF w/RAM mike in cockpit
- Wind; Depth; Speed (Autohelm)
- Autopilot (Autohelm ST4000)
- GPS (Garmin 48) mounted at steering pedestal

Additional cabinets; drawers; and mirrors installed in master stateroom and head. All installations match existing teak. Additional storage shelf in aft cabin

Engine: Universal/Westerbeke M35 ñ 4 cyl 30 HP (upgrade from standard 25 HP at the time) Hours: 1000

Gas Charcoal grill

Teak and Holly Cockpit table (matches floorboards)

Air Conditioning (16,000 BTU) with reverse cycle heat

9i Inflatable dinghy with wood floor

Refrigeration w/freezer compartment (12v)

Winter storage: *Prosit* has been hauled and stored on land every winter (Nov ñ Apr) since new. A custom made waterproof winter cover extending down to waterline has been installed every year since new.

## IN MEMORIAM

I remember that Herb Schneider had been after me for over five years to take over as C34 Mainsheet Technical Editor. I staunchly held out stating that I only wanted to go sailing ñ not write about it. However, I caved in when De Winchell took over as Mainsheet Editor in 1995. Around that time De and her husband, Dave Ewing, moved aboard their boat, iCherette,i and enjoyed their life together to the fullest, cruising the Chesapeake and wintering in the Bahamas. A few years later Dave and De sold their Catalina 34 and moved ashore in Annapolis to fight the breast cancer that ultimately claimed De's life. Eventually, they bought another iCherette, a Catalina 30 which they enjoyed together as often as they could.

When De retired as *Mainsheet* editor she ended her farewell article back then with a statement that says it all: iWhat is there to say? Lots, but live run out of that most valuable commodity ñ TIME. So make every minute as special as possible. Get on that boat and enjoy!!!i She certainly did that and more for all of us.

Ron Hill,

Apache

Happiness is a health mental attitude,  
A grateful spirit,  
A clear conscience,  
And a heart full of love.

Submitted recently by Dave Ewing