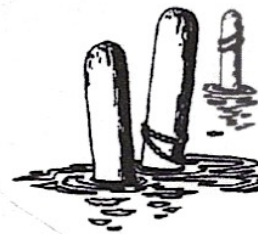


# The Dockline

## Chesapeake Bay

### Catalina 34

### Fleet 12



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**Editors: Jan and Walt Rupp**  
22939 Chestnut Road  
Lexington Park, MD 20653  
301.863.0175

**Email: [Jrupp@chesapeake.net](mailto:Jrupp@chesapeake.net), [brigadoon@verizon.net](mailto:brigadoon@verizon.net)**

## Fleet Captain's Signal

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#### Ahoy Mates

It's time to wake up our boats. It's time to commission them, clean them, and put them back where they belong, in the water. It's also time to think about our Fleet, and Fleet get-together's. Fleet 12 was started way back in November of 1990 by a few C34 owners who thought it would be a good idea to get together with other C34 owners. As of today we have about 46 members, most of whom have C34s, some who had C34s but now have some other type of boat, and some who no longer have a boat. Our members are a great bunch of people, warm, friendly, considerate, helpful, and just wonderful people to know. We have three officers; a Fleet Captain (me), a News Letter Publisher (Jan Rupp, who was the Fleet's very first news letter publisher), and a Treasurer (Linda Dunnigan). We hold two meetings during the year, one in the spring and one in the fall. New officers are elected at the fall meeting. During the sailing season we hold numerous raft-ups and a Crab Feast (on shore, but accessible by boat). Our Fleet, of course, is a volunteer organization. Though we collect dues (\$20/year), no one gets paid. The dues help to support the Fleet's activities. As a volunteer organization, we need people to volunteer. If we want the Fleet to

continue, and I sure do, members must volunteer to host the meetings, to host raft-ups, to host the Crab Feast, and to be officers. Right now we need two or three folks to volunteer to be on a nominating committee for new officers. We need people to volunteer to be officers, we need someone to volunteer to host the fall meeting this coming November, and we need people to volunteer to host raft-ups. If you are willing to be on the nominating committee, willing to be an officer, or willing to host this fall's meeting, please contact me at [louberman@goeaston.net](mailto:louberman@goeaston.net). If you are willing to host raft-ups please contact Ron Hill at [ronphylhill@adelphia.net](mailto:ronphylhill@adelphia.net).

I hope that all of you are members of the C34IA (International Association). If not, please consider joining. The IA supports our Fleet by giving us \$15 per paid-up Fleet member and puts together the C34 Tech Notes for the Mainsheet (the Catalina magazine). It also put together the CD with all the past Tech Notes. So if you haven't, please join.

OK, enough pleading. It's time to get the charts out and start planning cruises. The Bay is a big place, 180 miles long, 4 miles wide at the Annapolis Bay Bridge and 30 miles wide down near Norfolk. It has 4,800 miles of shore line (excluding the tributaries), and 11,600 miles of shoreline if you include all the rivers and creeks. So, you have plenty of places to go. Of course,

some places are a bit shallow ☺, so watch your depth gauge and be ready to back off when, not if, you run aground. As of now our first raft-up is on the North Wye River, hosted by the Recla's on May 20-21. I hope to see many of you there.

I wish you fair sailing and a favorable wind.

Lou

**SPRING 2006 Raft-up Schedule  
Chesapeake Bay C34 Fleet 12**

**As of 12 April 06**

<u>Date</u>	<u>Location</u> <u>Raft Captain</u>
13 May	Whitehall Bay (WX to Rideout Crk ), Joan Davies
20 May	DeCoursey Cove off N. Wye Rvr, Hank Recla
27 - 29 May	We still need a Volunteer! !
3 June	Baby Owl Cove off Big Choptank Rvr, Lou Berman
17 June	North of Gibson Island in the Magothy Rvr , Ralph Caruso
29 - 30 July	Corsica River YC Regatta Conquest Beach, Chester Rvr Dan Brail
26 Aug	CRAB FEAST (Dundock Power Sgdn) Haven Harbor - Rock Hall, Md. Bill Nuttall Come by Land or Sea

**Attendees** : Please contact the raft Captain (phone/Email) 3 or 4 days before and let them know that you are attending. Location may change due to WX

**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 to 10 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.

**Provided by Ron Hill APACHE #788**

**Maintenance Tips from Ron**

**Anchor Rode** – I just ordered a new braid on braid ½” anchor line. I ordered 200ft, but if I’d been thinking I should have ordered 150ft of 5/8” (the same cost) as I use 35ft of chain!! I just got tired of the 3 strand nylon (secondary rode) that gets stiff over time and hard to handle. The braid on braid is stronger and lies nicely in the anchor well – you don’t have to beat it down. On my old braid on braid, I made a splice with a thimble at the other end so I could (and did) change ends after 5 years. This time I got smart and for \$15 had Defender put a thimble and Eye splice at the other end right away. Well worth the cost.

To mark the length I used different colored light line, but you can also use colored wire ties at the lengths you usually anchor at ie. 50’/ 60’/ 75’/ 90’. Don’t forget to wash your anchor line annually. The dirt and salt crystals form small sharp chards that can damage the lines integrity over time.

**Plexiglas Cleaner** – Meguiars makes an incredible paste plastic cleaner. I first found it at Advanced Auto Parts. It really cleaned up a plastic dome over my compass that I've had for 18 years!! It also worked great on an instrument face that was getting dim/filmed over. I've also used it on the Station Wagon's head light plastic lens - which really cleaned/cleared them up.

**Perko Door Latches** – On the C34 there are 2 Perko "Rim Latch" door knobs. There's one on the head door and the other on the aft cabin door. Somewhat expensive to replace @ \$75 each!! I've found that these latches worked great until the internal spring loses its tension. I tried to replace the springs, but I didn't have the correct spring. I called their customer service in Arthur, Fl. (305)621-7525. Told them I had two of their #0930 DPOCHR latches and the handle was "droopy" like a limp dishrag! They sent me free replacement springs. Replaced the springs (easy task) and the latches are like new again. Give it a try.

**Low Current Drawing Cabin Lights** – I've replaced just about all of my regular cabin lights with LEDs (Light Emitting Diodes). Turn them ON and they hardly register on the AMP meter of the battery monitor. Go to the [superbrightleds.com] web site and see what they have. The bulbs are listed by their base, single or double contact bayonet, festoon etc. They may be a little pricey (a few \$ more than a regular bulb), but they save power and are replaced free if they fail. The LEDs are warranted for 10,000 hours +. I've found that the rounded LED are the narrow beam/spot while the flat top LEDs are the wide beam lights.

The red LEDs are brilliant red while the whites are a bright bluish white. What I've done is replace all 4 of the #194 instrument bulbs in my engine instrument panel with 194 base LEDs.

I'd suggest is that you try one or two of the LED bulbs and see if you like them. The bulbs are

polarized so you may need to turn them 180 degrees, if they don't light when first inserted.

**Frayed Burgee Tip** – A simple fix to prevent the trailing edge of the C34 Fleet 12 burgee is to dip or paint it with red liquid whip. The "rubber" like liquid will harden and coat the material, so the wind won't fray the material and thread. I've been able to double it's life.

**Ron Hill APACHE #788**

### **M-25 Fuel Pump Repair/Solar Panel Charger**

As a testimony to Ron's expertise, I followed Ron's suggestions to replace my high pressure fuel pump in *Brigadoon*, Hull #54 with over 2200 hours on the engine. I had similar problems with low rpm without any other appreciable problems, i.e., no black or white smoke from the exhaust, no appreciable oil usage and no hard starting. My choice was to either replace the pump or have it rebuilt. Cost-wise I found a supplier via the internet at Marine Diesel Direct that would charge about \$1100 for a new pump. Then I found a "sort of" local rebuilder in Temple Hills Maryland, B & D Fuel Injection Service, Inc. Tele. 301.899.1626. They rebuilt my pump for \$570.00 and took a week to do it. Previously they had rebuilt my three injectors for about \$150 and tested them again for free to be sure that the injectors were still providing the proper spray pattern.

Results, The engine starts fine and runs at a slower rpm than before, but has only 200 rpm more under load. The improved performance is acceptable.

I also built a solar powered starting battery charger during the winter because the marina storage area did not have any power available for battery charging. It consists of two 10 watt panels, a charge controller and some wires. I would be glad to provide data to any one that would be interested in the specifics.

**Walt Rupp BRIGADOON #54**

**Minutes of the Meeting of Fleet 12  
Catalina 34  
Belvedere Yacht Club  
March 11, 2006**

Present: Bill/Dot Beck, Lou/Marge Berman, Jim Brener, Dan Brail, Ralph Caruso, Warren/Susan Cook, Linda/Corky Dalton, Phil/Joan Davies, Jack/Linda Dunnigan, Dave Ewing, Denise Gill, Jim/Bette Heffernan, Ron/Phyllis Hill, Jaap/Ernestine Kapper, Bob/Carole Lever, Jackie Martin, Lynn Merritt, Jeff/Karen McKinney, Bill/Kathleen Nuttall, Walt/Jan Rupp

Meeting called to order at 5:10 p.m.

Our Thanks to Dave Ewing and Susan Cook for hosting a most enjoyable March 11 social/lecture/meeting/dinner. A very informative lecture was given by Mark Meers on rigging.

Lou Berman passed around a member's address list and asked that we update our addresses, phone numbers, email addresses, boat names and hull numbers.

Lou made a plea to our members to send in articles, experiences, recipes, whatever, to The Dockline editor. Bill Beck suggested that the editor send out an email to remind our sailors the newsletter deadline is coming up so they are given the opportunity to have input to The Dockline.

At the Fall Meeting in November we will elect new officers. Lou asked for two or three volunteers to be on the new officers nominating committee. No one volunteered.

Raft-ups: Jeff McKinney, one of our new members, is an official Power Squadron Boat Inspector. Jeff will be glad to inspect the safety of our boats during any raft-up at which he is present and give us a Boat Safety sticker, if we pass the inspection.

New Members: Karen and Jeff McKinney, welcome aboard. Carole and Bob Lever, welcome aboard.

We introduced ourselves to the new members by giving our hull numbers, boat names, and our marines.

Ron Hill, raft-up captain, sent emails to our members for commitments to raft-ups. Joan and Phil Davies agreed to host a raft-up on May 13 to Whitehall Bay-lat and longs to be announced in an email. The Reclas agreed to host a raft-up on May 20. May 27-29 Memorial Day weekend, a 3-day weekend, is open for a "Strong-armed" request from Ron. The Bermans will host a raft-up on June 3. Ralph Caruso will host a raft-up on June 17. The raft host can select the location and date the raft-up will take place. Nothing is on the calendar for late June or early July. This is a tentative schedule and may change from this Dockline article as more hosts decide where they want to go for a raft-up. Ron will email changes to the raft-up schedule as additional cruise hosts volunteer. Whenever you know you are going to be anchored in one of the creeks, email everyone to let them know the date and time you plan to anchor so someone can join you.

A brief history of our raft-up groups and why we now lump all the cruises together: The Southern Bay people faded out. The Middle Bay sailors were very few and northern bay cruisers are in the multitudes. Now we lump all cruises into one schedule. Think in terms of Solomons to Bodkins Creek as possibilities for weekend cruises.

Usually the last week in July on the Corsica River there is an interesting get-together. Fleet 12 can attend, thanks to an invitation by Dan Brail, a member of the Power Squadron. Dan will email your editor with further information.

May 7 is the Bay Bridge Walk, and the Volvo-Whitbread Race. It is recommended we sail somewhere else that weekend.

Ron mentioned tools Fleet 12 can borrow. Ron has a keel bolt-tightening tool to lend anyone in Fleet 12. Torque specification for the keel bolts is 107 foot pounds. Your boat must be on the hard to use the keel bolt-tightening tool. Ron suggested that we start a Fleet 12 "toolbox". This could be an actual toolbox containing specialized tools needed for a Catalina 34, or a virtual toolbox. That

is, a listing of specialized tools that various members own and are willing to loan to our Fleet 12 members. Regarding the "toolbox" we need to keep track of who has what tool. A prop puller is also in the offering for a "toolbox". A suggestion from Ron is for the Fleet to buy a cutlass bearing replacement tool for \$395. Changing a cutlass bearing can be accomplished in about 20 minutes. A vote was taken and approved to buy the cutlass bearing replacement tool with fleet funds. This tool is good for all boats with a one-inch shaft. All Catalina 34's have one-inch shafts. Who is going to keep the toolbox and how does one obtain the tool? That question will be addressed later. For the time being Ron will make out the list of who borrows a tool and what tool is borrowed. If someone wants to borrow the keel bolt-tightening tool, please return it to Ron UPS, USPS, or Fed Ex, but do not return the tool at a raft-up because Ron doesn't want to sail for 6 weeks with the tool on his boat.

Regarding the crab feast at Harrisons in July, the details were to be sent by email. (Note: The crab feast was cancelled a few days after the March meeting. A different crab feast, in association with the Dundalk Power Squadron, to be held at Rock Hall, will be substituted. Details to follow.)

There was a pitch for racing in the Catalina Nationals on San Francisco Bay. No Fleet 12 member at this time indicated any interest in this racing event.

Linda Dunnigan, our Treasurer, collected \$700 in dues this year and the balance of the checking account is \$4,390.

We need someone to host the November meeting. Please email or call Lou Berman to let him know you want to host the Fall meeting. Thanks.

Meeting adjourned at 6:13 p.m.

Respectfully submitted,  
Janet Rupp

Note: In a separate file there is a collage photo of the March meeting.

## GOD CHANGES HEARTS

An atheist was spending a quiet day fishing when suddenly his boat was attacked by the Loch Ness monster. In one easy flip, the beast tossed him and his boat at least a hundred feet into the air. The monster then opened its mouth while waiting below to swallow man and boat.

As the man sailed head over heels and started to fall towards the open jaws of the ferocious beast he cried out, "Oh, my God! Help me!"

Suddenly, the scene froze in place. As the atheist hung in midair, a booming voice came out of the clouds and said, "I thought you didn't believe in Me!"

"God, come on, give me a break!" the man pleaded, "Just seconds ago I didn't believe in the Loch Ness monster either!"

"Well," said God, "Now that you are a believer you must understand that I won't work miracles to snatch you from certain death in the jaws of the monster, but I can change hearts. What would you have me do?"

The atheist thinks for a minute and then says, "God, please have the Loch Ness Monster believe in You also." God replies, "So be it."

The scene starts in motion again with the atheist falling towards the ravenous jaws of the ferocious beast.

Then the Loch Ness Monster folds his claws together and says, "Lord, bless this food You have so graciously provided. . . ."



