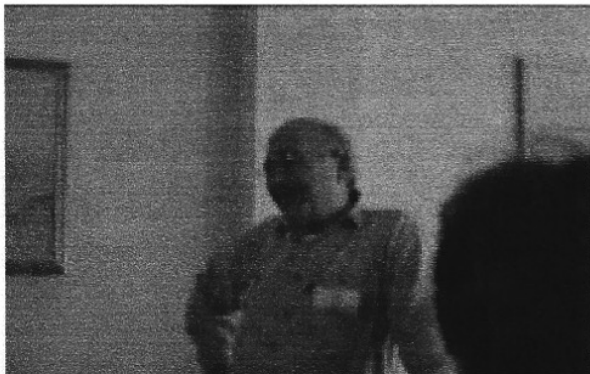


Dockline

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Fleet Captain's Signal



Fleet Captain's Signal

Hot and humid, chance of thunderstorms and showers, winds 5 – 10 (closer to 0 – 5). I am afraid we are in that season. No need to look at the weather forecast, it is always the same. The weatherperson should just tape it and run the tape every day. That way they could stay home in air-conditioned comfort. Our Fleet had a number of raft-ups earlier in the season and our Crab Feast sail/drive to (Aug. 6). No one has stepped up to the plate yet to host a raft-up for the rest of the season. Here is hoping some of you will. If nothing else, even at the last minute, if you plan to anchor out somewhere, let the Fleet know. Maybe some of us could join up with you. Our fall meeting, only four months away, will be in the area of the Solomon's. Detailed information will be available in the September/October period. At last count, our Fleet has 42 paid-up members, representing 32 Catalina 34's, 8 other type sailboats, and 2 boatless. Just remember, one of these days the weather is going to break and we will be back into good sailing days. So fly your burgee high and ENJOY.

See you on the water,
Lou

Second Wind #1366

C34 Fleet 12 held its annual Crab Feast at the Cheshire Crab Waterfront Restaurant on the Brodwin Main Creek. Bill & Kathleen Nuttall hosted it. Twenty-eight fleet members and guests attended. They came by both boat (5 or 6 boats) and by car. As seen in the photos, a good time had by all, except I do not think the crabs were too happy



Editor's corner

Sorry for the delay in issuing the "Dockline" but I have been very busy the last two months with a job change. Anyway, we have arranged by the November meeting to be held at the Solomon's Landing Clubhouse with dinner at DiGiavonnti's restaurant in Solomons. I am arranging with the Holiday Inn for a block of rooms for overnight. In addition, Solomons Landing will have transient slips available for those of you still sailing at \$5.00 per night. I hope to be able to arrange a guest speaker from the Naval Air Museum to discuss the history of the bay area and Naval Aircraft development. I will be finalizing everything over the Labor Day weekend.

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The First Annual Doyle Cruising Cup

By: Mark T. Ruhsam

The Doyle Chesapeake Sailmakers are proud to announce their first annual Doyle Cruising Cup, which will take place on Friday September 16 and Saturday the 17. This will be a wonderful chance to meet members from other sailing clubs, attend cruising seminars, and participate in fun competitions as well as a rally race. The Cruising Cup will be held at beautiful Camp Letts, which is set along side the Rhode River, making it easily accessible by both land and water. For more information, please contact Doyle Chesapeake Sailmakers at (410) 263-4840 or email comalley@doylechesapeake.com.

The festivities will kick off on Friday at 5:00 pm with a cocktail reception, where you will have the chance to mix and mingle with other local cruising sailors, followed by a welcome address from Chuck O'Malley, owner of Doyle Chesapeake Sailmakers. Our featured speaker on Friday is Fred Kelly, of the Chesapeake Rivers Association. Finally, we will get ready for a full day of activities on Saturday. On Saturday, the day starts with a buffet breakfast, which is followed by the rally race (staggered starts will run throughout the day). During the day, there will also be cruising seminars as well as carnival activities. We will wrap up the Cruising Cup with a delicious dinner and dancing to a live band!

On the educational side of the Cruising Cup we will be conducting seminars of interest to the cruising sailor these are to include: "Sail Trim for Cruisers," "The Cruising Rally Experience,"

"Your Boat's Electrical System," "Boat Systems Repair and Maintenance;" "Understanding Your Engine," and "Rig Tune and Rigging". On the more entertaining side, we will have exciting activities for all ages. These are a bowline tying relay, piling lasso race, boat name scramble, blindfold dingy races, and of course our Cruising Cup Rally Race. For more information, please contact Doyle Chesapeake Sailmakers at (410) 263-4840 or email comalley@doylechesapeake.com.

Ron's Maintenance Tips

DINGHY ENGINE FUEL FILTER. Just like your diesel, your dinghy engine needs clean fuel. Most of the 5HP and larger outboards have a small internal fuel filter just before the carburetor. However, smaller dinghy engines have no filter. If you have an external tank, the solution is simple. Just cut the fuel line and install a disposable Tempo in-line fuel filter. They run about \$5.00 and are good for a couple of seasons.

----Filter picture--



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If you have an internal tank and do not have a filter, install a smaller one for a NISSAN outboard engine. At any rate, a filter is a great deterrent and will eliminate another dink engine problem.

PATCH GEL COAT. A number of years back, West Marine carried a paste gel coat that had all of the Catalina gel coat colors: White, Gray, and Tan (Camel). The factory will sell you gel coat in pint cans. It's the correct color, but it is the type you use in a spray gun and is very thin. Using a number from an old patch kit, I called the SPECTRUM Company in Auburn, WA. I found they still have some of the small Catalina White "paste" patch kits available. The paste is thick and much easier to use – especially on a vertical surface. They also have the thickener called "Cabosil" that mixes with the factory spray consistency and turns it into a paste. If you are interested in gel coat touch up you can call them at (800) 754-5516 and talk to Danielle.



DARKEN THE V-BERTH. Tired of getting "Moon Burned"? A full moon is a gorgeous thing to see while sitting in the cockpit. It is the last thing I want to see when it is time to go to sleep in

the V-berth. To block the moon or dock lights I first used one of the suction cup shades that you purchase in an auto parts store. Then I added a cardboard modification the size of the inside hatch. I slid the cardboard between the pull down shade and the lens. Finally, after a few years I made a Sunbrella cover for the v-berth hatch and use that instead. It not only blocks unwanted light at night, but also protects the hatch lens and V-berth bedding from daylight UV rays

RUBBER CAUSES DAMAGE (FROM A BOAT U.S. MAGAZINE 2004).

"Flexible impellers are marvels of simple engineering—they can pump nearly any fluid and rarely get jammed. Nevertheless, they do have an ultimate lifespan. Eventually the impeller's vanes get a set in one direction, which makes them less efficient at moving cooling water. Soon after, the vanes get weak and start to break off. That is bad for two reasons—water stops circulating causing overheating, and the vanes are trapped deep inside the cooling system, or even the engine. Pump manufacturers recommend replacement every two years, though many boaters replace them annually"

If you switch to the Globe Marine (Barko) impellers from Defender, it will deter that cracking because it is made out of a more resilient material. At winter lay-up, I always remove the tension on the drive belt and remove the impeller from the pump housing. In the spring, I reverse the impeller on the shaft and reverse the drive belt. That tends to eliminate the set in the impeller and even out the side wear on the drive belt.

What size Shore Power Charger do I need? The basic rule of thumb is the charger's rating should be roughly 10 – 15% of the amp hour rating of the battery bank it is charging. Example

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- If you have four golf cart batteries with a total of 430Ah, you need a 40 amp Charger for optimum charge. Most of the new chargers are multi stage and have settings for different type batteries. This makes the charger more "battery friendly", more efficient and will extend the life of your batteries.

Ron Hill APACHE #788