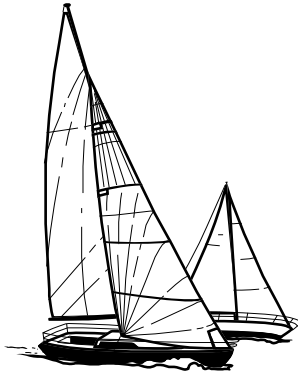


The CAT Tales

June 2002

Chesapeake Catalina Yacht Club



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View from the Bridge

**Richard Schatz
Commodore**

In the “Anything can happen” category:

It was Saturday Morning, the day of the Icebreaker, and Diane, my friends and I were heading towards Ray Van Horn’s house to join him for a “three hour cruise” to the South River, and Harness Creek for the raft-up. We were on time, a feat in itself, and arrived at Noon precisely. We approached the dock and noticed that the sails were not on yet. “No problem”, I thought, “We’ll just hank them on and be off within the hour.” This was not to be, though.

The Main went on without a hitch. When we got to the Roller Furling System, though, I realized that I wasn’t familiar with it, but, “How hard could it be?”, I thought. The next three hours were a comedy of errors. The Jib went up after quite a struggle, and we realized that we had to attach it to the tack. One of the Crew (who shall remain nameless to protect me.) loosened the shackle followed by that horrible sound of stainless steel bouncing on wood before the inevitable pop in the water. We agonized over the misfortune of this happening, but it was then that we realized that this part of the rig should be at the top of the sail. We pulled the jib down!

O.K., now what do we do? The mandatory search for a similar fitting in the extra parts boxes proved

fruitless, so it was time for a “Road Trip!” to West Marine. Would they have such an obscure part? Well, Ray would have made “MacGyver” proud. He came back with a series of four items jury-rigged to replace this one fitting. However, those parts also needed slight modifications, which were accomplished with the most unlikely combination of tools. I’m sure that Ray will win the “Snap-On Tools Award” for creative thinking for this one.

Holding our breath, we raised the jib again with the “Rube Goldberg” attachment on the top of the roller furler. It worked! Now to start the engine and be on our way. Ray tries to turn over the diesel. It turns over, but doesn’t start. He tries again...nothing. He tries again. What’s next? Oh, the glow plug! He holds the key to warm the plug and tries again. Success! O.K. what time is it? 3:00 p.m. Would we make it? Would there be enough wind? Would there be any of Mike’s Chili left?

We cast off the lines. *Scimitar* moves slowly out of the dock. Boing! The back of the boat jerks slightly and starts mysteriously heading sideways. We look

Next raft-up is July 4-5.
Check out the details
on the next page!

around for clues to this extraordinary behavior and realize that Ray's new dinghy is lodged securely under the pier with us gently bouncing at the end of its painter. I'm sure we all looked (and felt) pretty silly at that moment but we were able to gracefully dislodge the wayward dinghy and finally,FINALLY, leave the dock. I'm sure by now you are all feeling very secure in the fact that both your Commodore and Vice Commodore were responsible this series of calamities. Hmmm? Fortunately there were no witnesses.

As it turned out, there was just enough wind and the rest of the cruise was flawless. We got to the raftup before the last dinghy left and had a great time with great friends and terrific food. Quiet Waters Park was a wonderful place for this event. Everyone outdid themselves in the food department. All was well.

What is the moral to this story? I'm not quite sure, but "...messing about in boats" is always an adventure. Just keep a positive attitude, be creative when you're in a pinch and somehow it always works out. eventually. At least you get a good story to tell!

Fair Winds,

Richard Schatz ☞

4th of July Raft-up

Ray VanHorn, *Scimitar*

The 4th of July raft-up will be in Lake Ogleton this year. Lake Ogleton is on the south side of Annapolis harbor, between the Bay and Back Creek. It has a well-marked entrance and plenty of room once inside.

We'll form the raft on Thursday by 4 PM. Then we'll load everyone on 1-2 boats and go back out into the harbor to anchor in the front row for the fireworks that evening. Since we want to get a "good seat" for viewing, we'll get there well before the fireworks begin. We don't want you to starve, so we will have a potluck dinner aboard the host boat. Bring heavy hors d'oeuvres, entrees and sides to share. Please contact Ray and Lynn (410-268-777 or rayvanhorn@comcast.net) to help coordinate dishes. We ask you to not bring something that requires grilling, as fire and a boat full of people don't mix

well. After the fireworks, we'll return to the raft in Lake Ogleton.

If anyone would like to join us for the show but aren't planning to sail that day, give us a call. We can dinghy ashore and pick you up, then after the fireworks, return you to your car. The fireworks are always spectacular and even more so when you're on the water. Plan to join us. ☞

CCYC Memorial Weekend 2002

What no rain?

Ray and Carolyn Nieves, *Classie Chassie 2*

Ah, the Annual CCYC Memorial Rainy Weekend raft-up was replaced by the new theme of Hawaiian Luau, grass skirts, flowered shirts and dresses, capri pants and hats with appropriate colored leis, on day one. Day two of the weekend would bring in another new theme of pirates, parrots, bandannas, knives, gold treasures and boarding boats. In deference to recent rainy day holiday weekends, not a drop of rain on our parties.

The first day of the weekend started with *Classie Chassie 2* departing Shady Side, with Ray and Carolyn on board. The winds were from the north at 20 kts, giving us a great sail across the Bay and most of the way to Dividing Creek. During the day we crisscrossed between sail boat racers, heading to Oxford and St Mikes. Upon arriving at our destination, we set anchor and awaited the arrival of the CCYC boats.

The vessel *Scimitar* with Ray Van Horn, Lynn and Lynn's brother Barry (in from California) pulled in about 1745. Wearing our formal Hawaiian grass skirts (yes, even the men have formal grass skirts) we greeted our incoming guests with music, leis and fruit refreshments. At about 1800, the newest CCYC members Mike and Carla Grimes (*Seaquel*) arrived onboard and they too would receive a warm welcome.

Soon after setting up the raft, everyone changed into their party clothing, the men all put on colorful flowered shirts, shorts and flip flops, Carolyn wore colorful Capri pants and top, while Carla was outfitted in a long flowered dress and Lynn worn a flowered blouse and shorts (someone forgot the coconuts). Now the party started in earnest. As

always the happy hour provided much in the way of liquid refreshments, finger food and good conversation with a few jokes thrown in for good measure.

Evening one was fairly uneventful, no dogs fell overboard, no humans got wet either and nothing got broken. But, we did have near mishap when Lynn accidentally kicked the dirty dishes. Be careful not to set dirty dishes near Lynn when she is getting up!

The night activities ended around 2230 with a beautiful full moon and a quiet peaceful anchorage. The serenity of the evening lasted until about 0530 when a local "Tom" turkey was trying to voice his need for a companion. Seems like the spring itch kept the Tom in for a long search, as he continued his calling for an extended period of the early morning. In that Tom was dedicated to his mission, he must have found a willing subject to listen, as he finally settled down and we were able to get back to sleep.

We departed Dividing Creek by 0930 and the three boats arrived in St Mikes by 1130 hrs. *Classie Chassie 2* set the hook in wide-open water. (Keep wide open in mind.) Later in the day we dressed as pirates for the arrival of *Ayewash* with Mike and Bev and *Surprise* with Ed and Connie on board. We tried to fight off the invasion of this navy of newcomers and of course failed, for they knew our bounty of liquid refreshment, food and fun. Now we had five boats safe in wide-open waters and crews rafted and the happy hour would start anew.

As evening approached there were severe storm warnings. Since we were anchored in safe wide-open water, off the shore of St Mikes, we thought it would be smart to drop a second anchor. Now safer, in wide-open water, with *Classie Chassie 2*'s 35 lb CQR and *Ayewash*'s 44 lb Danforth, we had no fear. The party continued.

Soon after dark, Mike Davis noticed a new boat heading toward the raft-up. Mike said, "looks like someone else is going to be the sixth boat for the raft-up". Those of us not suspecting anything different, thought it must be Joan and Wayne Savage. But, ah to our surprise, it was a surprise guest. No, not the police. During the happy hour, some foolish or inexperienced novice, immature or someone just plain careless had dropped his hook within yards of our raft-up. Yes, the raft-up

previously in wide-open water. The inconsiderate captain and crew of one had left the boat, no anchor light on, and had gone to town. At one point the intruding boat was within 5 feet of us. We felt it was so unsafe we broke a boat off the raft end and after another hour of waiting called the police for assistance. The police dispatcher stated that an officer would be right out.

Well as you can imagine, after about 20 minutes after the police were notified, now close to 2230hrs, the owner of the intruding vessel arrived. Mike Davis, being the gentleman that he is, hailed the foolish captain and requested that he relocate his vessel a safe distance from the raft. The foolish captain, seeing that he was vastly out numbered by outraged pirates, made a wise decision. He was polite responding to Mike that he would indeed move his boat and promptly moved. He may have been extremely more polite had he known that pirates have the common sense to call the proper authorities to resolve such fool-hearted carelessness. By the way, the young captain never put on his anchor light. Lucky for him we notified the marine police that the intruding vessel had been moved, and was no longer creating a hazard to us.

It seems that even when you set a raft-up safely in place and it is obvious that your boats will swing with the wind and currents, you should be able to expect others to honor your anchorage. As with many other safe boating practices, it holds true that you must keep checking for hazards, even incoming boats. Maybe next time we set up a raft-up in St Mikes, we will set up a mine field or floating fence around our boats.

For those of you who have braved the rain and storms of past Memorial Weekends, we are sorry you missed this sunshine and full moon weekend with no rain, some good sailing and lots of fun. As always, food a plenty, some liquid refreshment and much good conversation, on host boat *Classie Chassie 2*. See ya on the Sea. Good sailing!

Ray and Carolyn ☞

Buddy, can you spare a sail?

I received the following email from a fellow Catalina owner:

I'm a teacher in Cleveland, OH, own a Catalina 25 (1984), have been sailing as a crew person for about 4-5 years (minimally, we have an extremely short season in OH) and have been my own skipper for, let's see, three weeks in October last and two whole weeks so far this year (altho' I've not yet stepped the mast, still doing improvements).

Anyway, every year the Cleveland Teachers' Union sends me to Baltimore (Lithicum Hts.) to take classes for about two weeks. I'll be staying at the Maritime Institute, Lithicum Hts. During that time, I have ONE WHOLE day (Sunday, July 28th) off to amuse myself. I'm trying to find someone who might have a day off to sail with. I'd love to sail in your neck of the woods and would happily reciprocate if that person makes it to Cleveland. This might sound a bit far-fetched (don't you just love that expression!) but I believe all things are possible.

Shirley Nain

shirleynain@hotmail.com ☞

Safe "T" for the Sea

Ray Nieves, *Classie Chassie 2*

Starting the Spring sailing season gives us all a sense of satisfaction, comfort, anticipation and plans to relax. We should of course be prepared to relax. Why would we need to prepare to relax?

You may recall one of our guest speakers last year had a "Ten minute rule" when at anchor. The point was be prepared to move, get underway or take necessary action in a Timely fashion to be safe for what might happen. In the same manner, we can have a more relaxed outing or night at anchor if we take the Time to check our boat for safe boating.

As we begin our safe "T" checks, who would guess I might suggest take the Time to check your fire extinguishers? First, is your vessel in compliance with Coast Guard standards? We have extinguishers in the cockpit area, galley and each sleeping area. While fire extinguishers are nice to have, they won't be of use unless you know how to use them. Take the Time, buy a spare and Try it out. If you haven't checked the pressure on your existing fire extinguishers, look at the gauge and make sure it is in the operating range! Do NOT pull the pin but occasionally take the extinguisher off the bracket

and shake it to loosen up the dry chemical agent. Take Time to read the label and instructions. The recommended extinguisher for boats is "1A10BC" dry chemical.

If you don't know how to use the extinguisher on your boat, feel free to contact me or any nearby fire station personnel prior to your next trip.

For those of you with engine compartment extinguishing systems, you should have them serviced annually by certified technicians. Take the Time to become familiar with on board operations, emergency switches and exhaust mechanisms.

It is important to consider and keep in mind that dry chemical agents in all fire extinguishers will replace or remove substantial amount of oxygen to extinguish the fire. Guess what, you can't breathe without approximately 16% oxygen in the atmosphere. Use of fire extinguishers in confined spaces, e.g., cabin galley, engine room, can be very dangerous. Have an escape plan!

Ah, did we discuss escape plans? Did you take the Time for developing an escape plan in the event of fire (out of control)? What would you do? By all means, when you activate the emergency plan, take the Time to put on a life vest, make sure the crew has life vests, notify authorities of your position, problem and needs - then do what you can safely accomplish. If all efforts fail, the Captain must order "abandon ship". Your guests and your crew as well as your vessel are your responsibility. Take the Time to be ready for emergencies!

Firefighters and fire inspectors worldwide will tell you that keeping a clean engine compartment, along with proper storage of all dangerous fuels, compressed gases, chemicals and equipment will help minimize potential fire hazards. Generally speaking, a squared-away boat will be a safer boat. Take the Time to stow your gear.

Electrical fires can often be prevented with good maintenance. Take the Time to check battery connections, alternator, inverter, pumps, etc. Make sure that no bare wires are left in areas where they can cause short circuits. Use electrical tape or wire nuts when making wire splices and check wires near engine pulleys, or areas where vibration can cause wires to loosen or break. Check wires running through wire chase openings. Make sure to use

proper wire size for the job intended - undersize wire can lead to failure and possible fires. Check grounding wires and ground fault protection. Always keep shore power circuit breakers off when hooking up to shore power (until the connection is made and secure), and then turn breaker on when safe.

Did you think I would not mention the galley? Of course the galley and grilling on board are significant potential fire hazards. But these areas usually only become a hazard when we introduce people to the area. We all may become distracted by events around us, but when cooking, our Time must be devoted to the galley or grill. It is probably sufficient to say never leave an open flame cooking device unattended (especially on a boat). Never allow young children to use cooking devices on board. Never hang drapes or towels on the stove, oven or cooking area. Never, never add lighter fluid to hot coals when grilling and always make sure there is a working fire extinguisher nearby when cooking. Use only proper fire extinguishers on grease fires.

There are many ways to prevent accidental fires; most of them are common sense. Most of you will hopefully never have a fire. Carolyn and I have had the experience of pulling 5 men off a fishing boat on fire in the West River. They were not prepared; they didn't even have working fire extinguishers or even an anchor on board. Luckily for them, we were near by. We even saved the boat despite their lack of preparedness.

Keep in mind all accidental fires can be prevented with Thought and planning! Some fires are acts of nature. Your survival may depend on your planning jime or Training and your preparedness.

One last thought on the matter of safe "T". Please Take the Time to show your guests and visitors to your vessel where the fire extinguishers and life vests are prior to leaving the dock. Take the Time to explain your emergency plan and start your trip relaxed.

Enjoy your sail; enjoy your summer! ☞

Some Catalinas For Sale

1979 Catalina 30

This yacht has been substantially upgraded and is in good condition. New shore power system with 3-stage "smart" battery charger, new 3-stage alternator regulator, battery combiner. Atomic 4 rebuilt '00. Autopilot, new speed/depth '01, VHF, compass. Main, genoa, storm jib, spinnaker w/ sock. Pressure water w/ new pump '99. Bimini top. New interior Sunbrella cushions. Bottom job '01. Detailed photos available by e-mail. Priced 20% below Bucnet and below NADA low retail pricing for quick sale, so will not last long. Call Matt @ 202-256-9167 or MLynch357@aol.com.

----- and -----

1991 Catalina 42

Cruise equipped, 2 Cabin, 135 RF Genoa, Main w/ 2 reef pts, Mack Pak, Cruising spin., Full cockpit enclosure plastic and screens, custom woodwork, B&G instruments, A/Helm, inverter/w Link 2000 Monitor, 5 KW Generator, Reverse Cycle A/C-Heat, Deckwash, New Avon W/4.5 HP, New Dodger, Bimini, Much more. Immaculate, Never Chartered, Video available, Cheaspeake. \$134,500. Contact Dick and Celeste Nalwasky at 724-942-1115 or nalwasky@cobweb.net ☞

From Sea To Shining Sea

Catalina East Coast Rendezvous

August 2-4

A heads up about the Catalina Rendezvous in August. **The deadline for getting your reservation in is July 19th!** If you didn't receive the reservation form in the mail already, I've included a form I made that you can use. This was a great time in 1999 and this rendezvous should be even better. If you have any questions, give me a call or go online at www.catalinayachts.com. ☞

2002 Cruise/Raft-up Schedule			
Date	Theme	Location	Captain
Jul 4-5	4th of July Cruise/Raft-up	Lake Ogleton	Ray and Lynne VanHorn, <i>Scimitar</i>
Aug 2-4	Catalina Rendezvous	Solomon's Island	Catalina Yachts
Aug 31-Sep 2	Labor Day Cruise/Raft-up	Swan Creek/Gibson Island	We need someone to volunteer!
Sep 28-29	Oktoberfest Cruise/Raft-up	Rhode River	Joan and Wayne Savage, <i>Jubilee</i>
Oct 26-27	Crab Feast Cruise/Raft-up	Harris Crab House/Kirwan Creek	We need someone to volunteer!
Nov 10	Member Meeting	TBD	Vice Commodore

Chesapeake Catalina Yacht Club

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