

The CAT Tales

March 2009



**Newsletter
of the
Chesapeake
Catalina
Yacht
Club**

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View from the Bridge Jon Van Tassell, Commodore

Well I guess I am fully back from vacation now or ready for the next! I will talk about the vacation but first I want to describe the wonderful fleet event at Doyle Chesapeake Sailmaker's in Annapolis followed by a great meal at the Rockfish.

Thanks to Mike and Debbie of *Resolve*, the presentation by Chuck O'Malley centered around the inspection and condition of a used main and jib from a 1995 Catalina 42. Chuck began by focusing on two areas of concern which he inspected carefully before the fleet: stitching and cloth condition. Both of these are affected by UV solar radiation with flogging being a destroyer of even the healthiest of sails. Threads can be made of a number of materials with the best, Gortex, lasting the longest but being extremely expensive and destructive to sewing machines on which it is used. Typical threads have a life span of 5 years or less with special threads lasting 5 to 10 years. Obviously thicker threads will last the longest and Doyle Chesapeake started using thicker UV protected threads about 3 years ago to improve its products. Most sails have covers to protect them from the sun when not in use. Mainsail covers should be made from opaque materials but Doyle's have seen examples which were not. Roller furling jibs usually have "sacrificial" covers made from Dacron or Sunbrella. Dacron will need to be replaced every 10 years or so but will usually not affect the shape of the sail when unfurled. Sunbrella will last much longer than the threads used to bind it but is heavier than Dacron and may affect the sail

shape. Chuck O'Malley mentioned that they have seen a roller furling jib with Dacron cover wound backwards on the drum. A great way to protect the sacrificial cover at the expense of the sail! Sail edges of course take the most beating during flogging and along with leach lines will need to be checked carefully for thread or material deterioration. Sections of the sails called the roach can be reduced or eliminated during a sail repair to extend the life of a sail with only a small loss of performance. A cost rule of thumb is if the repair costs more than 1/2 a replacement cost then consideration may include replacement. At costs of 1/3 or less and a general good sail shape, repair is probably the best course of action which may extend the sail life an additional 10 years.

Chuck O'Malley discussed the many new and old fabric types with improvements being made every day. Some of the exotic sail materials had excellent sailing properties but with short fragile life spans and extremely high initial cost. Dacron was still the material of choice for cruising sailors. Finally a discussion of sail handling aids including lazy jacks, Dutchman and Stackpacks which included a sail cover permanently and conveniently in place.

This was an excellent winter rendezvous about which I only highlighted a few of the interesting points. The follow on meal at the Rockfish was just as good as it always seems to be there. Somehow I got stuck at the rowdy table again but I reject any possibility that it had anything to do with me!

Our vacation was long in coming but represented one of the "Bucket List" items that has been a dream

come true. After a short direct 11-hour flight from Dulles to Buenos Aires, Argentina, we spent 5 days enjoying the 85 degree temperatures and wonderful sights. A brief 2 hour flight to Santiago, Chile with a 5 hour bus tour to the port city of Valpariso the next day for embarkation on the Norwegian Sun started our cruise. We stopped at numerous ports moving down the coast finally entering Beagle Channel to view the glaciers. Ushuaia was our next stop being the southernmost city in the world. The weather pattern there was milder both in their summer and winter than I expected. Snow was light but the wind patterns produced storms with 100mph winds on a regular basis. Luckily our trip had excellent weather with a side excursion to a Penguin Rookery with pictures I will share later on. Our next event was to round Cape Horn. The captain has an unlimited license and has made the trip around the horn 7 times. An interesting comment by the captain was that the most accurate part of navigating around the horn was not GPS but charts! I remembered back to when GPS was first being introduced that the Lat Lon was exact but the reference point for the charts (see if you can find the reference datum for your charts or chart kit!) was accurate but relative to an offset from an exact Lat Lon. This point was driven home to me when I "Googled" for an exact coordinate for the Cape and found a number of different values. I believe our ship's position was approximately 55 deg 59' south and 67 deg 16' west. The temperature was 55 degrees and when we arrived 30 knots of wind and rough seas with light rain. Minutes after arriving the wind stopped, seas flattened, the rain stopped and the sun came out. I will add a picture or two in the next view and complete the trip with a bit of nautical history or trivia coming soon. ☞



Wine Tasting
The Winery at La Grange
March 28th, 1:30 PM

Mike and Bev Davis, *Ayewash*

As many of you know, we are part owners of a winery in Virginia - The Winery at La Grange. Everyone is welcome as we give a tour of the winery and host a wine tasting.

Winery at La Grange
4970 Antioch Road
Haymarket, VA
703.753.9360

Directions

- ☞ From the I-495 beltway, take I-66 West
- ☞ Continue on I-66 West and get off at Exit 40 (Rte 15/Haymarket) (watch for the signs)
- ☞ Turn left onto Rte 15 South
- ☞ After 0.3 mile, turn right onto Rte 55/John Marshall Hwy West
- ☞ After 0.9 mile, turn right onto Antioch Rd North
- ☞ Go 2.7 miles and the winery will be on the left.
- ☞ Park in the parking lot in the front (the left fork of the entranceway). If that area is full, there is extra parking behind the barrel room (the right fork of the entranceway).
- ☞ We'll meet you in front of the Manor House

If you need to reach us at the winery, our cell phone numbers are 703.298.0468 (Mike) and 703.298.4720 (Bev) and the winery's number is 703.753.9360.

Hotel

If you are planning to stay over Saturday night, there are many hotels in the area; check the website for three we recommend:

Restaurant

Following the tour and tasting, we plan to go to dinner at Carmello's & Little Portugal, a restaurant located in Old Town Manassas.

Sunday

While you're in the area, the Manassas National Battlefield Park is a great place to visit to see and learn about the site of two large battles during the War of Northern Aggression (some people refer to it as the Civil War). The park is open from dawn to dusk and the Visitor Center is open from 8:30 am to 5:00 pm.

Please RSVP so we will have an idea of how many

to expect. Also, if you're going to join us for dinner, we need a head count by Tuesday, March 24th. You can use the RSVP form on the website, email us at webmaster@SailCCYC.org, or call us at 571.522.6481.

Details and directions for everything are on the website. Call us if you have any questions. ☞



Member Meeting Doyle Sail Works / The Rockfish Eastport, MD, February 21st

**Bob Klimek and Lucia
Casale, Lucia**



The crews from 23 boats were on hand for the meeting and dinner:

- ☞ Lucia Casale and Bob Klimek, *Lucia*
- ☞ Jon Van Tassell
- ☞ Betty and John McElderry, *Andiamo*
- ☞ Jeanne Bond, *At Last*
- ☞ Bev and Mike Davis, *Ayewash*
- ☞ Sallie Moore and Lynn Dievendorf, *Breezing Up*
- ☞ Mary Ann and Don McBride, *Coelummar*
- ☞ Judi and Steve Cohn, *Elusive*
- ☞ Arlene and Kevin Prescott, *Frisky Business*
- ☞ Kathy and Pete Bruzik, *Pekabu III*
- ☞ Marie and Mike Yates, *Prego*
- ☞ Suzanne and Jim Bergeron, *Quebecois*
- ☞ Jeanne and Gerry Helldorfer, *Ragtime*
- ☞ Debbie Smith and Mike Vacarro, *Resolve*
- ☞ Vicky and Al Lohman, *Rhiannon*
- ☞ Jaye Sampson and David Dobbins, *Scarlett*
- ☞ Diane Benyus and Richard Schatz, *Scimitar*
- ☞ Lynne and Ray Van Horn, *Scimitar*
- ☞ Mario Taisch, *Sea Cara*
- ☞ Jen and Ray Donahue, *Snapshot II*
- ☞ Luanna and Mark Norman, *Tally Ho*
- ☞ Jim Mosher, *Valinor*
- ☞ Jon Jones, *Wind Orchid*

You can read Commodore Jon's description of the event and check out the photos on our website! ☞

Food Glorious Food!

Marie Yates, Prego

This month's recipe comes from the galley of Sue Dennison, *Foxfire*.

Parchment Paper Spanish Fish

In order, layer in parchment paper:

- ☞ Green Beans (can use zucchini, asparagus, snap peas)
- ☞ Chopped fresh garlic
- ☞ 2 to 3 anchovies per pouch
- ☞ Olives (assorted green & black, Greek)
- ☞ Roasted red pepper (can use fresh red pepper)
- ☞ 1 fillet fish (cod, halibut, flounder, red snapper)
- ☞ Lemon zest
- ☞ Squeeze of lemon juice
- ☞ Chopped scallions
- ☞ Parsley (Cilantro)
- ☞ Drizzle of olive oil
- ☞ Salt and pepper

Wrap and bake 400 deg. for 20 minutes.

Enjoy,
Sue ☞

Meet a Member Jon Van Tassell

My first boat was a Jon boat built by my dad that I took single handed on long cruises down a vast river. Ok, it was a 5 foot flat bottom double ender made out of plywood and the vast river was a creek a foot deep and 2 mile long. It did begin a love of boats that has never stopped to this day.

Marilyn and I sail as a team and we have owned two Catalinas. The 30 we sailed from Boston to Maine and south to Connecticut/Long Island. We had good weather and bad - but mostly we had good times. We had talked about selling SOLUS a few times but never really made a decision. One of my students in a navigation class I was teaching expressed an interest in a boat around 30 feet long. I talked starry eyed about the adventures we had aboard SOLUS working our way through the fog before GPS and with a Loran Chain down, once again. I showed pictures of Northeast Harbor, Mount Desert Island one of the most beautiful places on the East Coast. We talked about how we had used a depth line to follow along the coast in New Hampshire because the fog was so thick I had missed the narrow entrance. The embarrassment was that I missed the entrance by 100 feet but traveled a mile along the coast until I found a marker so that I knew where I was!

Yes it is true that I kissed the dock when we finally made it into a safe harbor.

In 1995, we purchased a new 42 MKII and named her *RESOLVE*. Marilyn came up with the name but I loved it the first time I heard it. As with most boat names the meaning behind the name may give some insight to the owners. Yup, think about that when that power boat goes by with a name that well.....

For Marilyn and me, we had "Resolved" a number of issues in our personal lives. One was that we had decided to not take a 3 year overseas assignment in Hong Kong. This was a hard choice for us since we love that city so much. Ah but much has changed since then. The other meaning is "Resolution," an optical term to judge the image quality of a lens system. My profession has been in optics so this just seemed to fit nicely. *RESOLVE* allowed us to stretch farther up into the Bay of Fundy and further south also. We were also making new adventures delivering boats up and down the East Coast. Over 100 boats later we have seen much of the coast but only 100 yards deep! It has given us an appreciation for the two Catalinas we have owned. Some of the boats we delivered were way more expensive but I wouldn't trust my life in most of them more than I would in my Catalinas.

So if there is a message here, it is stretch, look forward and don't be afraid to try something new. You never know what you will learn or how many new friends you can make unless you try. I know that watching reality shows on TV just doesn't seem the same to us anymore. ☞

Over The Transom

Bob Klimek and Lucia Casale

(The phrase "Over the Transom" is somewhat archaic now. At one time it referred to how manuscript submissions were offered to a publisher. The writer would shove his petty piece through the small window over the publisher's door. Then the writer would slink away before anybody caught him in the act. In a nautical context, that is exactly what I intend to do: gather information about CCYC Members that is figuratively thrown "over the transom", present it here and slink away. If you catch me in the act and want to make a comment, please feel free to do so – Bob Klimek)



It's confirmed - RICHARD SCHATZ and DIANE BENYUS (S/V *Scimitar*) will sneak away to Paris this month. While GLEN and MAUREEN NEMECEK (S/V *Sevilla*) are getting back from Hawaii from attending a reunion with Glen's old Air Force buddies; PETE and KATHY BRUZIK (S/V *Pekabu III*) will soon be on their way. JIM and SUZANNE BERGERON (S/V *Quebecois*) just returned from a delightful couple of weeks with family at their incredible second home in Brewster on Cape Cod. We are all glad that DON and MARY ANN MCBRIDE (S/V *Coelumar*) returned safely from Puerto Vallarta, Mexico given all the current lawlessness. But, Don and Mary Ann had no difficulty and really enjoyed their time-share in a well maintained and guarded community. WOODY DOXIE (S/V *My Time*) always attends our February CCYC event. We missed seeing him this time. Perhaps we can get him to the Ice Breaker.

As for BOB KLIMEK, as I write this month's *Over the Transom*, I am in Angel Fire, New Mexico visiting with my good friends Herb and Kathy Kalen

in their home beside the slopes of the Angel Fire Ski Resort. Angel Fire is not as well known as Taos, but the slopes are friendlier for my kind of skiing – well groomed. The bad news is that while Washington was being hit with a snow storm; the weather at Angel Fire was close to 50 degrees. ☞

Catalina 30 Upgrades

Mike Vaccaro – Vice Commodore

My first Catalina was a 1982, 30 foot, tall rig, with a diesel engine and a fin keel. *Frisky Business* was my introduction to the cruising world. One of my goals with any sailboat I have owned is to pass it forward in better shape that it was received in. I am not as particular with appearance as I am with the mechanical things that make the sailing more enjoyable or easier. *Frisky Business* was pretty well decked out with bimini and dodger (Aging but still useful), davits and dink, reasonable cushions and sails, etc. The bright work was marginal but covered with Sunbrella. As with any sailboat, there were still a number of items that needed tending.

I made numerous modifications and some of our 30 owners have asked me to write about them. I will not go into all of the details of each one in this article but give a brief reason why I decided to do it and the results. If any of you are contemplating any of these projects, I will be happy to discuss them with you at a meeting, raft-up, or any other time. This is the first of a 2 part series of the best 10 things (in no particular order) I modified on *Frisky Business*.

1. Bob Stay – On a tall rig, the stem fitting is at the end of the bowsprit that extends beyond the bow of the boat. To counteract the upward forces of the forestay, the bobstay connects the stem fitting to the bow of the boat, between the bowsprit and the waterline. During the survey of *Frisky Business*, a crack was detected in the lower swaged fitting and the insurance company required the bob stay's replacement before the boat could be sailed. If this failed, the boat could have been dismasted. It is a fairly straightforward job but, as is usually the case, some peculiarities caused it to take much longer than anticipated.

2. Nav Panel Switches and Indicator Light – Our first sail on *Frisky Business* from Rock Creek up the Patapsco toward Baltimore was great. However, we left a bit late (see last sentence of bob stay) and sailed a bit too far North to be in our slip before sunset. As we were returning, Debbie went below to turn on the running lights and the toggle of the switch came off in her hand. We were motoring as the wind had died. Luckily, the steaming light switch still worked. We jury rigged the battery-operated, suction cup dinghy running lights (not a bad idea to have a set of these even if you don't have a dinghy) and continued down the Patapsco and into Rock Creek to our slip. I found lighted rocker switches at Radio Shack that were threaded and fit into the same holes in the panel as the toggles. I replaced them all since, on closer inspection, they all were about to fail. The battery power indicator light was also burned out. Radio Shack also had one to fit in the existing hole. Of course, while I was in behind the nav panel, I organized and bundled all of the wires eliminating the rats' nest that was there before.

3. Light Weight Dinette Table – As we all know, the fold up dinette table on the 30 weighs at least a ton; maybe more. The PO of *Frisky Business* installed an oil lamp on the forward bulkhead and made supports out of plywood for making the settee into a bed so they kept the table stored in the quarter berth. If we wanted to use it, it was a real chore to first find it...we used the quarter berth for storage...then to get it out. I found a molded plastic table at Lowe's one day that appeared to be almost the right size. As a matter of fact, it was a bit smaller than the original so sliding around the L shaped dinette was even easier. I removed the plastic table's hardware and attached the dinette table hardware to it, leg and all. We now had a table that Debbie could hold up literally with one finger. As an added bonus, by butting the leg brace on the original bulkhead support, it could be bungeed to the bulkhead and fit under the lamp.

4. Garhauer Traveler, Rigid Vang & Main Sheet Blocks – The first thing I noticed about trimming *Frisky Business'* main sail was that it was very difficult. The blocks were old, there was no vang, and the curved traveler was impossible. I focused on the traveler and found that, because it is curved, two

adjustments had to be made for each tack. The main sheet had to be eased then the traveler could be adjusted, still with great difficulty, then the main sheet had to be re-trimmed. Since I opted to get the risers that left the teak supports intact, the installation of the new straight traveler was the removal of six screws, bed the new one in place, and tighten it up. Probably one of the easiest projects except for the blocks. The straight traveler could be tacked with one hand from the helm while leaving the main sheet alone.

Frisky Business didn't have a vang so the decision was to buy a soft vang for ~\$200.00 or a rigid one for ~ \$300.00. There is more purchase on the rigid and it has other advantages so I opted for that. Getting the placement of the brackets on the boom is the most important thing before drilling and tapping holes. A liberal coating of anti seize on all threads and some plastic washers to insulate the aluminum mast & boom from the stainless hardware is imperative to prevent corrosion of dissimilar metals.

The next area of concern was the original, 1982 blocks. Even after a liberal application of McLube, they were still stiff. The shiny new Garhauer main sheet blocks sure did the trick. Now all of the main sheet trimming, except the outhaul was a breeze. Garhauer also will put together a kit with all of the above components for a discount.

5. Anchor Wash Down System – As you all know, most of the Bay has a very muddy bottom. When Debbie retrieved our anchor, she always came back to the cockpit covered in this slimy, sticky mud. So, we decided an anchor wash down system was a necessity. I purchased a complete package that included a raw water strainer, a pump, and a coiled hose. My plan was to mount the components to a board and then mount this board to the plywood that was holding the forward water tank in place. (Care

must be taken to use screws that will not penetrate the water tank. No, I thought of this first.) Once mounted, I installed a 3 way ball valve on the head inlet / sink drain thru hull and ran my feed from there to the strainer. I then ran a hose under the v-berth and up through the little cubbyhole in the bow under the anchor locker. The hose can be tucked to one side and hidden so it is not visible, I then put my wash down hose connection in the anchor locker. I also put a switch in the locker under the front lip and ran the wiring from the pump back to the nav station. By keeping the pump at or below the waterline, you will have adequate pressure to loosen even the most sticky and stubborn mud.....

That's all for now. I have 5 more items for later in the year. Next month....Spring Commissioning. 📧

Found on the Web

From Gerry Helldorfer, *Ragtime*:

Here is a link to some impressive sailing shots from the Boston Globe. http://www.boston.com/bigpicture/2009/01/sailing_around_the_world.html

From Bob Klimek, *Lucia*:

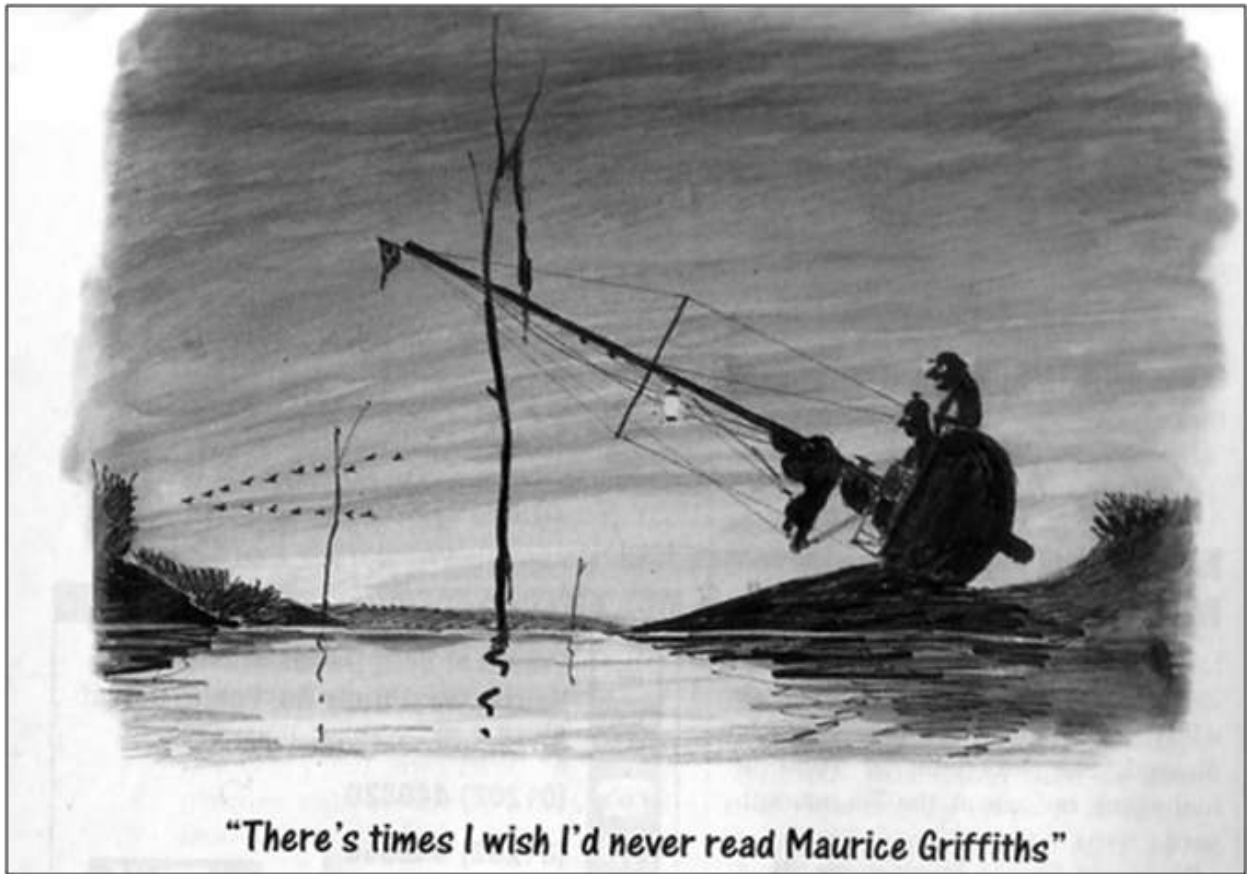
[A Eulogy for My Father](http://nrd.nationalreview.com/article/?q=ZGMxYjAzMTFINDbjZTU2ZjMxY2JiYWl4NzkzMDA2MDE=) by Christopher Buckley on National Review Online. <http://nrd.nationalreview.com/article/?q=ZGMxYjAzMTFINDbjZTU2ZjMxY2JiYWl4NzkzMDA2MDE=>

From Bob Klimek, *Lucia*:

The Amazing New Keel / Diamond Board. http://www.rhodes22.com/keel_diamond_small.html 📧

Proposed Schedule for 2009

Date	Event	Location	Captain
Mar 28	Wine Tasting	Winery at La Grange, Haymarket, VA	Mike and Bev Davis
Apr 19	Brunch	Hellas Restaurant, Millersville, MD	Mike Vaccaro and Debbie Smith
May 2	Icebreaker	Quietwaters Park, Annapolis, MD	Richard Schatz and Diane Benyus
May 23-25	Memorial Day Weekend Cruise	Baby Owl Cove/ 2nd location TBD	TBD
Jun 6-7	Full Moon Raft-up	Rhode River	Mario Taisch and Marie Yates
Jun 13-14	Raft-up	Solomons Island	TBD
Jun 13-28	Two-week Cruise	Multiple Locations	Gerry and Jeanne Helldorfer
Jul 3-5	4th of July	Leeds Creek/ 2nd location TBD	TBD
Jul 25-26	Baltimore Cruise	Baltimore Inner Harbor	Bryan Armentrout and Kim Wolkins
Aug 15-16	Crab Feast	Masthead, Oxford, MD	Pete and Kathy Bruzik
Sep 5-7	Labor Day Weekend	Langford Creek/ 2nd location TBD	TBD
Sep 26-27	Oktoberfest	Lake Ogleton	Wayne and Joan Savage
Oct 31- Nov 1	Halloween Raft-up	Mill Creek (Annapolis)	TBD
Nov 14	Member Meeting	Havre de Grace	Mike Vaccaro and Debbie Smith
Dec 5	Holiday Party	Van Tassell Landing	Jon and Marilyn Van Tassell



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