

# The CAT Tales

May 2009



Newsletter  
of the  
Chesapeake  
Catalina  
Yacht  
Club

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## View from the Bridge

Jon Van Tassell, Commodore

So I am sitting in a comfortable chair with my computer and actually at home for a change. I hope to relax a bit before I fly out again but that is another story!

There should be a picture or two from our vacation including Cape Horn,



Orsono Volcano,



and a gaggle (??) of penguins lounging in a place named the swimming pool.



If you remember I said the captain of our cruise ship mentioned that the charts were more accurate than the GPS! I mentioned that I remembered back to when GPS was first being introduced that the Lat Lon was exact but the reference point for the charts was accurate but relative to an offset from an exact Lat Lon. I also asked if you could find the reference datum for your charts or chart kit! So on the first chart page labeled 1 on the Region 4 Chesapeake and Delaware bays edition, the note is found center right. The reference on mine is for WGS 1984 but mentions that the actual North American Datum is 1983. Don't panic since the Chart Kit may be updated as mine was to May 25, 1996 to a later date. Hopefully yours is newer yet. Also there is an Appendix A (or more) that updates ATON (Aids to Navigation) to a more current listing. This service can be used to keep your charts up to date, as buoy numbers are changed for servicing, or to remap channel buoy numbers. As you can imagine in a fog this may become useful! So just how current is your chart or Chart Kit? Now just how good are the depth soundings on your chart? Since the cruise ship in the Nantucket Channel found 10 or so years ago they are

not exactly accurate for an entire area. Depths are actually sampled on a regular pattern but estimated between the actual measured point. This was driven home when the ship (which was traveling too fast, therefore stern down!) ran aground and sustained enough damage to require passengers to be off-loaded. In our area the soft bottom shifts so fast that no chart is accurate but suggests approximate values to be approached with prudent caution.

Next event is Memorial Day Weekend. Always a good event with boat prep conversations and sailing stories yet to be exaggerated! Oh I forgot, and good food. Hope to see you there. ☞

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**Memorial Day  
Weekend Cruise  
San Domingo Creek,  
Baby Owl Cove  
May 23-25**



**Mike and Bev Davis, *Ayewash***

Everyone can head for the Choptank River for Memorial Day Weekend. We will spend Saturday in San Domingo Creek and then move on Sunday to Baby Owl Cove.

San Domingo Creek is often called the "back door" to St Michaels. The anchorage is not as crowded as St Michaels' harbor and considerably calmer. For those who would like to make a run into St Michaels, it's a short dinghy ride to the head of the creek where you can tie up to a pier. Then it's a 2-3 block walk to town.

On Sunday, we'll move the raft-up to Baby Owl Cove. Before we raft up, everyone has the option to go out sailing, spend the day in St Michaels, or head for Baby Owl Cove to relax.

Details and directions are available on our website. Bring your favorite hors d'oeuvre and sailing story to share at Happy Hour each night! ☞

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**Icebreaker  
Quiet Waters Park, Harness Creek  
May 2<sup>nd</sup>**

**Diane Benyus and Richard Schatz, *Scimitar***

The weather wasn't great but the company was as fifteen crews showed for the 2009 Icebreaker. Although only one boat (*Resolve*) was there, everyone below had a good time under the pavilion:

- ☞ Richard Schatz and Diane Benyus, *Scimitar*
- ☞ Brian Arnentrount and Kim Wolkins, *Eos*
- ☞ David Dobbins and Jaye Sampson, *Scarlett*
- ☞ Gerry and Jeanne Helldorfer, *Ragtime*
- ☞ Jon Jones, *Wind Orchid*
- ☞ Jon and Marilyn Van Tassell, *I Dunno*
- ☞ Kevin and Arlene Prescott, *Frisky Business*
- ☞ Mike, Bev and Diana Davis, *Ayewash*
- ☞ Mike Vacarro and Debbie Smith, *Resolve*
- ☞ Mike and Marie Yates, *Prego*
- ☞ Pete and Kathy Bruzik, *Pekabu III*
- ☞ Rod and Pat Waite, *Wye Waite*
- ☞ Roy Gillim, *Troubador*
- ☞ Walt and Sue Dennison, *Foxfire*
- ☞ Wayne and Joan Savage, *Jubilee*
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**Food Glorious Food!**

**Marie Yates, *Prego***

This month I have included two balsamic vinegar based recipes to wow your palette. One, a baby green salad with beets is so tasty you'll get hooked and serve it often (providing you like beets, of course). The other, balsamic-glazed pork chops will knock your socks off.....since we abandoned the sock burning theme. I hope you enjoy them. Feel free to contact me should you have questions or comments.

**Garden Salad With Roasted Beets**

This is a beautiful, very tasty salad certain to impress and delight everyone. Serves 14. (Size recipe down

as desired)

- 🔪 9 large beets, tops trimmed
- 🔪 4-½ tablespoons plus ½ cup olive oil
- 🔪 3 tablespoons water
- 🔪 2 tablespoons white truffle oil (optional)
- 🔪 3 5-ounce bags mixed baby greens
- 🔪 ¼ cup Balsamic vinegar
- 🔪 1 cup walnuts, toasted, chopped

1. Preheat oven to 375 degrees.
2. Toss beets with 4-1/2 tablespoons olive oil in large bowl. Sprinkle with salt and pepper. Place in 13x9x2 inch glass baking dish. Add 3 tablespoons water.
3. Cover with foil; roast until tender when pierced with fork, about 1 hour 15 minutes.
4. Cool beets; reserve any liquid in baking dish. Peel, cut into ½-inch pieces. Place in medium bowl. Toss with truffle oil if available.
5. Place greens in large bowl.
6. Whisk vinegar with ½ cup olive oil in small bowl; whisk in liquid from beets. Season with salt and pepper.
7. Toss greens with enough dressing to coat. Top with beets. Spoon dressing over. Sprinkle with nuts.

### **Balsamic-Glazed Pork Chops**

Caramelized shallots and a dark vinegar glaze turn chops into an extremely flavorful sweet-and-sour dish. Serves 4

- 🔪 4 (¾-inch thick) center-cut pork chops (about 2 lbs.)
- 🔪 1 teaspoon salt and ½ teaspoon black pepper
- 🔪 2 tablespoons olive oil
- 🔪 6 oz. small shallots (about 8), quartered and peeled, leaving root ends intact
- 🔪 2/3 cup Balsamic vinegar
- 🔪 1-½ teaspoons sugar

1. Pat pork chops dry and sprinkle with ½ tsp salt and ¼ tsp pepper.

2. Heat oil in a 12-inch heavy skillet over moderately high heat until hot but not smoking, then cook pork chops along with shallots, turning chops over once and stirring shallots occasionally, until chops are browned and shallots are golden brown and tender, about 5 minutes total.
3. Transfer chops with tongs to a plate and add vinegar, sugar and remaining ½ tsp salt and ¼ tsp pepper to shallots in skillet. Cook, stirring until sugar is dissolved and liquid is thickened slightly, about 1 minute.
4. Reduce heat to moderate, then return pork chops with any juices accumulated on plate to skillet and turn 2 or 3 times to coat with sauce.
5. Cook, turning over once, until pork is just cooked through, about 3 minutes total. Transfer chops to a platter and boil sauce until thickened and syrupy, 1 to 2 minutes.
6. Pour sauce over chops and serve.

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### **Meet a Member Walt and Sue Dennison**

Walt and I got our sailing start on the Chesapeake in a 26' Clipper Marine which we acquired in 1974. On our first sail out, with a friend giving us a helping hand, Walt ended up racing with another sail boat. He was hooked. Four months later, at the Annapolis boat show, we bought a Catalina 27.

We joined the Catalina 27 Fleet 8 Club. The Club was into racing and we were encouraged to come out and just cross the starting line in this race. We were told it was not necessary to finish the race if we didn't want to. Fleet 8 was trying to establish itself as a one design racing fleet in Annapolis. We agreed and started the race but decided since we had come this far, we might as well follow the pack and continue to race. Lo and behold, on the final leg of the race, our crew – me, Walt and a friend, who was an experienced sailor, said "Hey, people, we are in first place," -panic-, "where is the finish line??" We had to let the boat behind us pass so we could follow him to the finish line.

As anyone who has raced sailboats can tell you, anything can happen. You will have to ask us

sometime about one race where we actually passed another boat in the race while we had our anchor down, no fooling. We continued to race the 27 for the next six years. But after a very rough, wet ride coming back from an Annapolis to Oxford race we decided enough is enough and ordered our Catalina 30 *Firefox*. We ordered it with a tiller because Walt wanted to continue racing. He wanted to take part in the Governors Cup race, just once without getting wet and beat to death.

Rigging *Firefox* to race turned out to be the very best thing for me, since then I could take the boat out alone or with our young grand kids. Each year I enjoyed taking our grandson's Scout Troop out for a week. I could dump the Main with a flick of the wrist thanks to a 6 to 1 purchase Walt put on the Main traveler, and with oversized self tailing winches, a ratcheting 2 speed winch handle, and other improvements, I was off and running, sailing five days a week. The weekends and holidays were reserved for Walt and I together.

I earned my 100 ton Coast Guard Captain's License (66 passengers) at age 55 and worked for a Charter Company one summer. All just for the heck of it. It's a good thing I sail so much with guests on *Foxfire*, because when Walt is on board, he is the Captain and I am the first mate, gladly letting him run *Foxfire* for all she is worth. We two can really make her hum.

Come and go sailing with us. We know all the best gunk holes on the bay! ☞

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## Welcome New Members!

Welcome aboard to new members:

- ☞ Lisa Fitzpatrick and Thom Marston  
Catalina 310 *Cathedra*
- ☞ Judy and Bill Robinson  
Catalina 380 *Wind Stalker*

We're looking forward to seeing you at the next event. ☞

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## Changing your Raw Water Impeller

Mike Vaccaro – Vice Commodore

One of the most expensive things our sailboats are equipped with is the engine. We all have different models and horsepower ratings; gas or diesel, but one thing is the same.....if they overheat we can do serious damage. The best insurance against this is a relatively inexpensive replacement part called the raw water impeller.

Many boat owners change the impeller every year just to be sure. I always keep the used one as a spare. If I have a spare already, I keep the best one of the two.



The first thing you must do is consult your engine manual and find the correct part number to purchase. If you purchase a kit, it typically comes with a new gasket(s), o-ring(s), and some lube for the new blades.

Once you have the new impeller in hand, it is time to locate the raw water pump on your engine. The impeller is inside. Again, consult your manual, which should have a diagram that labels the parts of the engine. The easiest way I have found to locate this is to follow the hose from your engine thru hull, through the raw water strainer and finally to the pump which is mounted on the engine. Some have a pulley on the outside and are run by a belt and others are run internally in the engine with gears.

Once located, it is time to remove the old impeller. Remove the cover of the pump and this will expose the impeller. Note if there is an o-ring along with the cover gasket. Every pump is different so there may be a snap ring holding the impeller on the shaft. Remove the impeller. Be careful not to remove the whole shaft and note which way the blades are curved.

Lubricate the new impeller's blades with the lubricant provided and replace it the same way as the old one. You have to start the blades in the same curved direction as noted. Once installed, spin the impeller so the blades have a chance to lubricate the housing. Now reverse your steps in closing the

cover. Replace the snap ring, new o-ring (if equipped), cover gasket and the cover.

You are now ready to test your installation. Start your engine. Have a crew member looking at the raw water strainer to confirm that the pump is pulling in seawater. At the helm, listen for the normal sound of water in the exhaust and monitor the temperature gauge. If any of these things are not normal, shut down the engine immediately. If all is well, you are good for at least another year.

Don't forget, your outboard for your dink has one also.....

There are step-by-step instructions with photos at the Maine Cruising website <[www.pbase.com/mainecruising/impeller](http://www.pbase.com/mainecruising/impeller)> that may be helpful. ☞

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## Newsletter Delivery



There are three ways you can get and read your copy of CAT Tales:

- ☞ a printed version
- ☞ an electronic PDF file emailed to you as an attachment
- ☞ a copy on our website in the Newsletters section

The online version is posted and available as soon as it is completed. I print and mail the printed version shortly after. If you would like the PDF version mailed to you as well, please go to the Newsletters section of our website and complete the online survey. You can choose to have one or both of the newsletter formats sent to you. ☞

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## Schedule for 2009

Date	Event	Location
May 23-25	Memorial Day	San Domingo Creek/Baby Owl Cove
Jun 6-7	Full Moon Raft-up	Rhode River
Jun 13-14	Raft-up	Solomons Island
Jun 13-28	Two-week Cruise	Multiple Locations
Jul 3-5	4th of July	Leeds Creek/2nd location TBD
Jul 25-26	Baltimore Cruise	Baltimore Inner Harbor
Aug 15-16	Crab Feast	Masthead, Oxford, MD
Sep 5-7	Labor Day	Langford Creek/2nd location TBD
Sep 26-27	Oktoberfest	Lake Ogleton
Oct 31- Nov 1	Halloween	Mill Creek (Annapolis)
Nov 14	Member Meeting	Havre de Grace
Dec 5	Holiday Party	Van Tassell Landing