

Rag Times

June 2005

Number 6

2005 FLEET 8 OFFICERS AND BOARD

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WORKING CALENDAR FOR FLEET 8 2005

Month/Date	Event	Contact Person
Jan 16	Chowder Barge	Nate
Feb	Tequila Jacks	Arnold
March	Meeting @ SLBYC	Scotty
April	(TBD)	
May 20-21	Avalon Cruise	Danny & Maria
June 4-5	Spring Cruise to Isthmus w/LSF	Nate
July	(TBD)	
Aug	(TBD)	
September	(TBD)	
Oct 8-9	Fall Cruise to Isthmus w/LSF	Nate
Nov	Meeting (elections)	Nate
Dec	Holiday Party	Scotty
On Going:	Monthly BBQ's on Fridays at SLBYC	Contact Scotty

THIS IS THE CAPTAIN SPEAKING

Hey everybody – what a great cruise to Avalon! The sail over on Friday was brisk, to say the least. Turned off the iron jenny about half way when the wind suddenly shifted from south east to south west and then west. With a 15 kt westerly breeze and a pretty good westerly swell running, we had quite a ride all the way in to Avalon. The return trip was quite the opposite in more ways than one. No wind and dense fog. On the bright side, it's always nice to find out your GPS is right on the money.

In between we hobnobbed with the Fleet 8 folks that made the trip, namely *Why Wait*, *Duchess*, *Destiny*, *Mi Maria*, and Barbara and me aboard *Swell Lover*. I think there were about 20 of us all together, including various and sundry kids. Danny had set up a miniature golf tournament, which turned out to be fun, and dinner at the Casino Dock Café. Great stuff.

Next cruise on our agenda is the joint cruise with Little Ships Fleet, coming up June 4. Barbara and I will not be able to make that one as we have a grandson graduating high school that weekend. There will be bbq on the beach, so bring your own meat or fish to grill and a dish to share. LSF will furnish everything else. If you are planning to go, please RSVP to Frank Franco at lsflbyc@hotmail.com or (562) 946 6545.

Looking down the calendar of events scheduled after June I see a bunch of TBD's. Let's have some suggestions as to what you'd like in the way of an event. All I can say at this point is to keep a weather eye out for the next Rag Times to see what we come up with. Richard Heppner has indicated to me that he'd like another try at Dana Point. He headed up last year's Dana Point cruise, then had to bail (landlubber sense) at the last minute – something about having to work. Well, now I've heard everything!

That's all for now. Smooth sailing everyone, and I hope you all can make the June 4 cruise to the Isthmus.

Capt'n Nate

From the Editor

The Avalon cruise is over and what fun was had by all. Our next cruise will be a joint cruise with Little Ships Fleet Yacht Club. More on those events later.

Nate promised everyone that you would hear about my Newport to Ensenada adventure. For starters there were a lot of firsts for me in this event. It was the first time I had ever been in the Newport to Ensenada race, in fact it was the first time I had ever been in a sailboat race. It was the first time I had ever sailed for more than ten hours, we sailed for twenty eight hours and it was the first time I have ever been on a boat with the spinnaker flying. Needless to say, I did not sleep during the race and I am still to excited to put the whole thing on paper. As you may guess my adventure will be in more than just one edition of Rag Times.

As I said before the Avalon Cruise was a lot of fun, those of you who did not attend, mark your calenders for next year. The dates are easy, next years Avalon Cruise will be the week before Memorial Day. This year all the boats that showed up came in on Friday afternoon. The Harbor Department found moorings for everyone and placed *Swell Lover*, *Why Wait* and *Duchess* close to each other. *Destiny* and *Mi Maria* were placed on te forty foot row near the Casino Building. *Destiny* was there because she is 35 feet, I prefer to keep *Mi Maria* on a forty foot mooring during the off season because of the changing weather patterns.

This year was the Inaugural Fleet 8 open. The course was the 18 hole golf grdens in downtown Avalon. By the way it is a miniature golf course.

The over all winner of the tournament was James Van Wagoner with a score of 55. Nate was second overall

and I was third.

Jessie Van Wagoner was in the un- scored children's division and she took the hole in one honors with four hole in ones. Nate won the senior division with a score of 59 and I took the adult division with a score of 60. James won the young adult division with his overall winning score of 55.

After the tournament refreshment were consumed at Pete's Café' next door. Then it was off to Casino Dock Café' for dinner. Once again my good friend Pedro treated us fantastically with a good taco bar dinner. As night fell everyone moseyed back to their boats as Maria, Anthony and I went back to our condo,

On Sunday morning I was able to see most of the fleet off as they returned to the mainland. Once again a great time was had by all.

In a few weeks is a cruise to the Isthmus with Little Ships Fleet, this will be another great adventure.

Safe Sailing, Danny Coon, *Mi Maria* 3270

Pat and Harlon Rogers to leave the Fleet

Pat and Harlon have sold their boat and thus are leaving the Fleet, this is the e-mail sent to Nate and I.

To Fleet 8,

Sadly we(re) selling our boat (we) must withdraw from the fleet and the yachting community. We wish you all fair winds.

Pat and Harlan Rogers

Aquila - 1988 Catalina 30

Space 457 - Gangway 16

Captain Nate replied,

Harlan & Pat - we're also sorry to hear you're leaving boating and Cat 30 Fleet 8. And we wish you fair winds and following seas (unless of course your driving on interstate 10 pulling a motor home) then we wish you just the fair winds. Sincerely, Nate Tucker, Capt., Fleet 8.

TECH TIPS

This tech tip comes from Richard Heppner and was written by Bill Van Wagoner. It is about changing your shaft packing.

Subject: RE: Shaft Packing on Cat 30

Hi Richard,

Sorry it has taken me so long to get back to you on this. I was on vacation, and have been trying to catch up ever since, made even worse due to emergency response duties related to these un-California like weather events. A couple of questions, did you use that fancy packing grease with your packing? Did you carefully cut three rings? Did you make sure all of the old packing was removed? Did you use the correct size packing?

Some things I have learned is that the right size packing is very difficult to get into the packing gland, and that pounding the pieces flat with a hammer helps a lot. That little bottle of green colored packing lube (comes in a 35mm film container) is very helpful in not only getting the packing in, but also in keeping water out etc. I have also used the dripless packing (green putty like things that you mold with your hands down to the right size to essentially replace the center ring of packing. I have also found that it is difficult to get all of the packing fully into the gland which can leave much more thread exposed than you are comfortable with (as may be

your case).

It is not a big trick to do your packing with the boat in the water. The bilge pump will easily keep up with the flow. In addition, if you get to the point where you need to go to west marine or something, simply shove a ring of packing in the nut and put it back on the shaft, it will stop the flow of water (this way you can stop efforts at any point, although you want to make sure the job is done right before you run the boat).

Back the nut off, and if you wish, you can tie a rag around the shaft to abate the flow of water from a small spray to a heavy drip. Then make sure the nut is completely empty of old packing. Cut three lengths of packing the correct length, or two rings and molded no-drip stuff if you are using it. Use a small hammer to slightly flatten the rings of packing. Then use lots of that green grease stuff (I have seen it at West Marine) douse the packing ring in it and push it into the nut. Use a small tool with a blunt end (not sharp) the end of an allen wrench will work, to push the ring all the way into the nut by tamping all around. Then do the same with the subsequent rings making sure that the splices are not lined up. If done correctly (and with the correct size packing, you should now be able to get the nut on the shaft with a comfortable amount of thread, although no where near maximum. Tighten the nut by hand until it is just snug, and then using large channel locks or a packing nut wrench, tighten down the locking ring. At this point, turn on the engine and put it in gear. After a short time, if the gland is warm you may have put the nut on too tight, a little warm is OK. After several hours of running, you will probably notice more dripping from the gland, at which point you need to tighten up on the nut a little until the drip stops with the engine off, this is to accommodate running in of the packing. After this initial adjustment, only periodic adjustments will be

needed as the packing wears.

Let me know how you make out.

Good Luck,

Bill

Thanks Bill for the tip.

Contact Scotty or Nate for the BBQ dates at Seal Beach Yacht Club. Rowanda secured the venue for use, so use show her support and used it.

If anyone would like to see something in Rag Times or on the website please contact me or Nate.

Little Ships Fleet Yacht Club
and
Fleet 8
Joint Spring Cruise

This joint event, sponsored by LSFYC, will be held at the Isthmus, Catalina Island on June 4th and 5th.

Come and enjoy a relaxing weekend, a BBQ on the beach or you can attend the Isthmus winefest on Saturday.

You bring your main course and LSF will supply the rest.

RSVP Nate if you plan to attend.