

Catalina CATALINA OWNERS MAGAZINE

MAINSHEET

VOL. 30, NO. 4
WINTER 2012
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CONCERT**

**SINGLE-HANDED
SAILOR**

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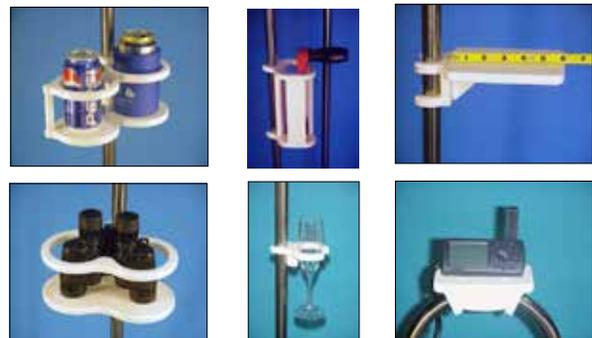
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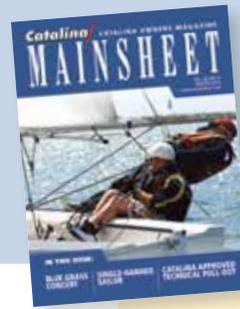
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About our cover:

Photo of Barrett Sprout and Randy Sprout taken by John Richardson. Thursday night warm up for 2012 Coronado 15 North American Championships, Marina Del Rey, CA.

COVER STORY:

4 2012 C15 NORTH AMERICAN CHAMPIONSHIP

The championship regatta was held July 21 and 22 in Marina Del Rey, California. South Coast Corinthian Yacht Club served as the host yacht club. Racing was held in the ocean in Santa Monica Bay, with ideal weather and wind conditions... [C15]

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EDITOR'S BARQUE • By Jim Holder

"Are We There Yet?"

(A special note for those of us in the golden years.)

How many times have you heard, "Are we there yet?" Too many times to count, if you have ever traveled with small children. So many, in fact, your ears probably have developed a special talent that automatically deletes this phrase. Well, I'm sorry to inform you, but in case you haven't taken a good look at the calendar lately, we are there yet again.

The "Holidays" are here, as in now! Yes another year has flown by and we are there now. Your age has tacked on one more digit. Ugh!

Everyone is now beginning to scurry about in that typical holiday panic. Relax, you don't have to fall in line; here is the good news. The older you get the less you have to sweat these "little," or big, pressures of the seasons. Or at least you shouldn't. It works like this. By now you have probably given all you need to give, and it is time to just sit back and receive. Well this isn't completely true, but here is how you should handle it.

Thanksgiving, the only thing you have to give is "Thanks." This is by and large the essence of Thanksgiving. Give thanks for all those wonderful days you spent on the water feeling the wind gently pushing you through the waves while you enjoyed the warm sun and nice glass of wine with your true love. Be thankful for family, friends, crew, and loved ones near and far. The world can be a frustrating place, but there is not much you can do about it, so stop worrying and relax. As for Christmas, as I said, you have had many years of giving, it is time to receive – handshakes, hugs, warm welcomes, and so on.

You see, it's not so bad living in the Golden Years; age has its privileges. After all you only go around once, so live it up. And if you really can't stop from buying a gift, you might consider a new sail, or A/C for the boat. I'm sure you can come up with something appropriate.

Happy Thanksgiving and Merry Christmas. You don't have to check the calendar again until April 15th. And oh yes, in case you don't consider yourself not yet in the Golden Years, just tell folks you are practicing so you will know how it works once you do get there.

"Are we there yet?"

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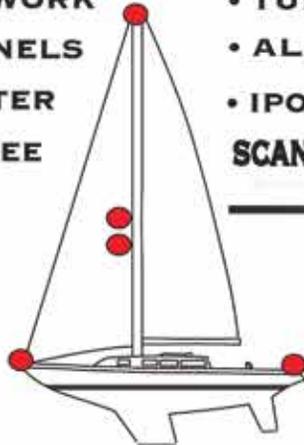
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2012 C15 NORTH AMERICAN CHAMPIONSHIP

The championship regatta was held July 21 and 22 in Marina Del Rey, California. South Coast Corinthian Yacht Club served as the host yacht club. Racing was held in the ocean in Santa Monica Bay, with ideal weather and wind conditions.

Five time champions Barrett & Randy Sprout were the heavy favorites to win every race. On the very first race, John Richardson with crew Mark Brazil was over early, restarted, and headed all the way right to the layline. They were out of sight and out of mind until they approached the windward mark ahead of everyone, handily winning race #1. They would go on to win 2 of the 7 races for 2nd place, with the Sprouts winning the other 5 races and taking 1st place. Kiersten Vance took 3rd.



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Blue Grass Concert



Comedian Steve Martin is a wild and crazy guy. Even wilder and crazier are two Catalina owners from Ventura, California, who opted to take a 366 mile round-trip cruise to San Diego to enjoy a free Martin concert. Actually, it's only about 135 miles from Ventura to San Diego as the crow flies. But boats are not crows, so it was a longer trip for Don Lawson and me.

Don and his wife, Cindy, are big bluegrass fans and when they learned that Martin and his bluegrass band would be appearing at Humphrey's by the Bay, they eagerly signed on for our adventure. Humphrey's is an intimate

concert venue in San Diego Bay where top performers entertain a few hundred paying customers and a few dozen freeloaders in dinghies, kayaks and small powerboats each evening during summer months.

To see a 2-hour concert, it took 17 days, and stopovers at Catalina Island, Dana Point, Mission Bay, Oceanside and Marina Del Rey. Along the way -- going and coming -- we saw another great concert in Dana Point by a Bob

Seeger tribute band, a pod of blue whales, the Sea Caves at Dana Point, a bald eagle, buffalo and deer on Catalina Island and met a lot of friendly boaters. We swam, kayaked, did a lot of hiking, and went paddle boarding several times. Sherry calls it "waterboarding" which raises eyebrows of our friends.

The water was 76 to 78 degrees at most of the places we visited which was a welcome change from the waters up north where it





To see a 2-hour concert, it took 17 days, and stopovers at Catalina Island, Dana Point, Mission Bay, Oceanside and Marina Del Rey.

rarely gets above 70 degrees off the Ventura coast and at Santa Cruz Island.

We had Baja-like weather all along the way. Well most of the way. Murphy's law (well, somebody's law) is that boats going south from Ventura will encounter very little wind to sail with and when coming back home will encounter nasty winds right on the nose. That's exactly what happened to us. My wife, Sherry, and I managed to sail a total of nine miles. The rest of the time we spent powering or motor sailing -- the last 24 miles into 15-to-18 knot headwinds and very choppy seas on the way home.

Joining the Lawsons, Sherry and me was our Jack Russell Terrier, Riley, who has spent a few thousand miles at sea during his 16-plus years. Our boat is a Catalina 36 named *Chinook*. The Lawsons have a Catalina 320 named *Mandolin Wind*. We had friendly encounters with other Catalina owners along the way. A Catalina 320 named *Boundary* was the centerpiece for a lively dock party at the transient slips at Dana Point. At Moonstone Cove on Catalina Island we made friends with Peter and Linda Glick of Del Rey Yacht Club, who own a Catalina 380, and ran into them again a few days later at Cat Harbor.



During our voyage, we anchored two nights at Cat Harbor and two nights at Mission Bay, stayed five nights on moorings, four reciprocal nights at yacht clubs, and three nights in transient slips at Dana Point. Our longest leg was 60 miles from Ventura to Cat Harbor. Our shortest leg was 12 miles from Mission Bay to San Diego. After much traveling at an average of less than 6 knots, I speculated that it might be nice to own a fast powerboat. That idea went out the window at Avalon when it cost me \$6.90 per gallon for gas for our dinghy's outboard.

Our trip south included stops at Cat Harbor on Catalina Island, Dana Point and Mission Bay before spending a couple of nights in reciprocal slips at Southwestern Yacht Club, which is a short dinghy ride from Humphrey's. If you are a yacht club member and like to do coastal cruising, you should take advantage of reciprocal privileges -- one of the great perks of being a yacht club member. If you are not, you should give serious consideration to joining a yacht club which has reciprocal privileges with other clubs.

On our way back north, we made stops at Oceanside (another reciprocal stop at Oceanside Yacht Club), Dana Point, Catalina Island (where we stayed at Moonstone Bay and had reciprocal privileges at Newport Harbor Yacht Club's terrific shore facility), and Marina Del Rey (another reciprocal stop at Del Rey Yacht Club). One of our planned destinations was Avalon, but there was no room at the inn. All the moorings were full when we arrived, so we motored on up to Moonstone. The next day, we took a three-mile dinghy ride to Avalon to do some provisioning.

I can't imagine why Southern California boaters go to Mexico when there is so much

great cruising to do along the California Coast -- including such destinations as San Simeon, San Luis Bay, the various Channel Islands and all the great marinas from Morro Bay to San Diego. We are planning a coastal trip up north next year.

After talking with a harbor patrolman at the Isthmus on Catalina, I reached the conclusion that some boaters shouldn't be cruising at all. Because Catalina has moorings and seems a no-brainer compared to actually anchoring at other offshore islands, it attracts a lot of very novice boaters. One such boater asked the harbor patrolman at the Isthmus for directions to Los Angeles Harbor. The harbor patrolman politely replied by giving the compass heading.

"Don't give me a compass heading, just point," the boater responded. Whew.

HELPFUL HINTS:

A few tips for those who might want to do some Southern California coastal cruising:

- If a yacht club member, take advantage of reciprocal privileges. If not a member, become one.
- Prepare several "kits" which include copies of your driver's license, boat registration, boat insurance and yacht club membership card if you have one. You need these anytime you stay at a public marina or as a reciprocal guest at a yacht club. Preparing these "kits" in advance saves tons of time along the way and makes you appear very efficient.
- Take advantage of the various summer concerts at harbors along the way.
- Take along a fold-up pull cart with wheels for grocery shopping. At most marinas, it is a long hike to the nearest grocery store.
- Take a cooler bag for when you go shopping, so you can keep those cold items fresh on the walk back to the boat.
- Take tons more sun screen than you think you need.





The Mind Game.

The big challenge in single-handed sailing remains a personal challenge. Sailing single-handed can readily be done with low risk – but there is little room for error and, obviously, no one to help with the recovery. Serious problems are usually the result of error stack-up as several small errors combine to make a threatening situation. The best way to avoid this is to prevent as many small errors as possible. My experience is that the best way to do this is to develop well-considered procedures to operate on a daily basis – and use them. Key rules for developing these procedures are:

- Make a goal of making as many procedures as possible a habit – so they can be readily done right when fatigued, preoccupied, distracted or stressed.
- If it is going to be done regularly or many times – work out a good way to do it, refine the process, and stay with it.
- Small additions of equipment or technique can make a huge difference – look for opportunities to hone things.
- Do it right this time – don't take that tempting shortcut; a moment saved now will usually cost hours later.
- Always ask the question: What have I missed? And: Is there any way I could have screwed this up?
- Murphy's Law reigns and it has a corollary: all physical things on a sailboat are perfidious as they actively seek out a way of causing problems – so look for these and correct them before they get a chance to act.
- Do it now – it will be forgotten later.
- Memory is good; a notepad is better.
- A strange unknown sound on a boat is usually bad – check it out, Now.
- Trust instinct – when it doesn't feel right there's a 99% chance it isn't right.

Mainsheet Editor's Note:

Joe Rocchio is the technical editor of the 470s. This article was submitted for the tech section, but we found it to be of common interest and good information for any sailor. Part 1 was in the Fall 2012 issue of *Mainsheet*.

Single-handed Sailor

BY JOE ROCCHIO • C470 • ONWARD

Crew Safety. The paramount issue for any sailor and particularly for the single-hander – there's no one around to help recover from a threatening error. The principal safety decision I made is to choose and set up equipment so that it is unnecessary to leave the safety of the cockpit to work on deck. In the previous segment I discussed several approaches to furling, rigging, anchoring, etc. that were designed to achieve this goal.

But, *% does happen. If the first rule is “Stay in the Cockpit,” the second is “Stay on the Boat”. To that end, jacklines of heavy-duty nylon strapping are located on port and starboard sides from bow to stern. They are as taut as possible but allow working around equipment at the toe rail. Writing this article caused me to reconsider this arrangement and as a result I intend to re-rig the jack lines closer to the foredeck's centerline so as to make it very difficult for me to be thrown overboard when clipped on. I will also rig a two-step webbing ladder to allow me to climb back aboard unaided if I ever do go over the side.

A high-end inflatable PFD with integral harness is kept readily available and is fitted with a tether that has two running ends to allow clipping around deck components if necessary. The key issue here is the discipline to don the PFD and harness while underway, whenever it is necessary to leave the cockpit and go on deck. The harness is worn and the tether clipped on – no matter what the sea conditions; the act of clipping on has to be an automatic habit.

Several heavy-duty D-rings have been installed just outside the companionway steps and at the stern end of the cockpit itself so it is possible to move about the cockpit while tethered.

Another very important rule/habit is never to go out of the cockpit without shoes that offer toe protection from voracious deck hardware. This is another discipline issue; the rule must be followed under all conditions so it is an automatic habit.

Handholds. The handholds at the forward and rear end of the cockpit table are critical for moving safely around the cockpit. They must be kept unobstructed. As they see a lot of stress, the mounting studs on the stern handhold were replaced with larger diameter, ½” studs. The C470 has a good layout of handholds in the interior. However, *Onward* has an extra teak handhold installed just to the starboard side of the door to the forward stateroom to make the transition between the standard handholds on both sides of the bulkhead.

Emergency Signaling Equipment. The forward locker on the starboard side of the salon has been dedicated to safety equipment – a one-stop source centrally located and easy to access. A full complement of USCG recommended emergency flares and other signaling devices are carried and replaced as required by expiration date. Other equipment includes signaling mirror, strobe light, light-sticks, whistles, etc. *Onward* also carries a 406 EPIRB in this location for manual deployment. A SPOT satellite position reporting and emergency alert system is also part of the safety equipment as is a DSC VHF and SSB connected to the GPS.

Lifesaving Equipment. The port stern seat locker is dedicated to PFDs and a throw line for man overboard retrieval. *Onward* has a dinghy on davits but does not carry a life raft. I have read many times where vessels were found doing just fine after the crew abandoned them to board life rafts. Given the robustness



of the C470, I have made my decision to focus on staying with *Onward* and taking care of each other. Should *Onward* go into longer distance ocean crossings, I will reevaluate.

Navigation Equipment. Perhaps the most important piece of equipment for the single-hander is the autopilot. The modern chartplotter, when integrated with a sturdy autopilot system, makes long-distance cruising an enjoyable versus an exhausting activity. While advances in technology make possible plug-and-play connectivity of instruments from different makers, I spent too many years in my professional life working very hard to try to get research laboratory equipment from different sources to play nicely together so I opted for an integrated suite from Raymarine. Raymarine Tech Support, while good, may not always know the answer – but they can't say it's the "other guy's equipment".

Current equipment includes an E120 chartplotter, ST60 boat speed, wind speed and direction, depth, multi, SPX30 autopilot, ST7002+ autopilot control head, ST600R wired autopilot remote, wireless autopilot SmartController, SR100 Sirius weather receiver, and AIS250 AIS receiver, ST125 GPS and Pathfinder 4-kw radar with mast mounted scanner. The autopilot control head is at the stern of the center console above the chartplotter. This enables ready access from either helm.

The chartplotter is mounted in the aft end of the console at eye level when seated at the helm. Other captains have chosen to mount it in pods that are closer to eye level when standing at the helm. I find this tends to obstruct the view forward. If needed, an A90D mounted on a stalk at the starboard helm can provide excellent chart visibility when standing at the helm. However, in

>30,000 nm of sailing *Onward*, I have seldom needed to use it in this manner.

Radar. Radar integrated with the chartplotter so radar returns are overlaid on the chart is an invaluable safety tool particularly at night, in fog or other low-visibility situations. The fact that it is used in a relatively limited set of sailing conditions necessitates setting it up and becoming familiar with its operation under benign conditions. Then, with limited visibility, the Captain is thoroughly familiar with its use and interpretation. In fog, it is critical to develop the skill to readily differentiate from random noise those faint returns that are persistent in location. These must be tracked and the radar should have MARPA - Manual Automatic Radar Plotting Aid - capability. Such returns often mark a vessel with low radar cross-section. (Many large modern sports fishermen appear extremely "stealthy" when viewed bow on!)

Onward has spent many hours safely navigating foggy New England waters with < 0.25 nm visibility using integrated radar and chart data. A radar reflector that offers many corner reflectors so there is always one that is effective regardless of the angle of heel and observation azimuth is a must – it doesn't pay to take the cheap approach here; *Onward* has a Firdell "blipper" reflector mounted above the radar dome on the mast.

Redundant Navigation Equipment.

Redundancy for electronics is a fundamental principle. A stand-alone (internal GPS and charts) Raymarine A90D chartplotter is carried as backup and can be mounted on a secondary equipment "stalk" by the starboard helm. This is normally just connected to a 12-V power plug but can be fully integrated into the system in an emergency. It is often mounted next to the Captain's berth during

"exciting" weather at night so he can monitor boat position. A backup Raymarine GPS for the main system is aboard as well as others for the laptop and in smart phones, etc. (at least seven GPS units are aboard at last count).

Navigation Procedures. When *Onward* moves through unfamiliar coastal waters, a route is first laid out on the chartplotter. Then this route is inspected at high resolution (3 nm or less) to be sure there are no threats like rocks or shoals that are hidden at larger scales. With this route available, I am confident *Onward* can be safely navigated by the autopilot without my intervention should anything require my immediate attention elsewhere. All captains should inspect at high resolution the vector charts presented by chartplotters. The problem of small but dangerous navigation hazards not being shown on vector charts at scales >3 nm is a suspect in the 2012 loss of the sailing vessel *Aurora* off the US Pacific coast.

Paper charts are still a must! Electronic charts are wonderful but whenever *Onward* moves, the relevant paper chart is available at the helm for quick reference as it is my experience that they still provide the best situational awareness. In addition to the E120's Navionics charts, NOAA ENC charts are carried on my laptop and my iPad. The iPad also has the same Navionics charts as the E120 and I use this for planning purposes. Tablet computers such as the iPad have rapidly become an extremely useful tool for the single-handed sailor because it provides facile and rapid access to vast stores of information. I have set up the iPad with a complete library of USCG coastal pilots, notices to mariners, rules of the road, Chart 1, as well as operation/owners manuals for most equipment so they are easily accessed and searchable. Many apps are available that provide charts, weather, tides, AIS and other data that make the cockpit iPad even more useful. The tablet has made the internet a component of navigation and a handy source of local knowledge. And it is a great companion on a long passage.

Cockpit Equipment. During the second month of cruising full time, my daughter and I had a bit of a scare in Narragansett Bay. As soon as we had calmed down, Laura took out her pad and pen and began an after-action-review with me to identify what went wrong and outline strategies needed to prevent this scare again. The results of this analysis were quickly implemented and are followed daily. Many have been covered throughout the two parts of this Tech Note but two very useful items will be covered here: the Nav-seat and the Nav-box. The primary problem was a dangerous hazard being hidden when the course was reviewed at 6nm resolution (see above).

Nav-seat. A removable "Nav-seat" was fabricated to sit in the space between the stern helm seats when underway. This seat is raised a few inches above the level of the two helm

Single-handed Sailor

(Continued from previous page)

seats and provides much better visibility with its elevated, unobstructed, central view. When underway in any but the most familiar waters, the rule is that the Captain must sit here so he has good situational awareness and control of all navigation equipment especially the chartplotter and autopilot that are within arm's reach.

Nav-box. When navigating through tight areas like the ICW, there is little opportunity for the single-hander to leave the autopilot unattended to get a needed piece of equipment or reference – and these seem always to be needed at a stressful time with no one to fetch it. A large, rugged covered plastic storage box was turned into the Nav-box by installing a set of StarBoard dividers. Here, all equipment that is regularly used is stored and placed next to the Nav-seat. Stored items include: binoculars, laser rangefinder, hand bearing compass, emergency electric and air horns, rigging knife, digital voice recorder for capturing notes or VHF emergency broadcasts, LED flashlight, stop watch, cruising guides, logbook, notebook, cell phone, handheld VHF, autopilot wireless remote, cell phone, magnifying glass, rule, pens, iPad, etc. The drill is to be sure to return all these items to their place each time they are taken out for use – this precludes a desperate search for them in a stressful situation. The exterior of the box hold caddies for the autopilot remote, handheld VHF, cell phone and a water bottle. An emergency snack is also put in the Nav-box at the start of the day. The Nav-box can be closed and quickly put below for security when in an anchorage.

Communications

VHF. A Raymarine 218 ship station is connected to the masthead antenna with its Raymic remote in the cockpit by the helm station. A second Raymarine 215 ship station is carried as backup and can be mounted on the backup equipment stalk at the starboard helm station where it is connected to a separate VHF antenna mounted on the solar panel mount frame. A third emergency VHF antenna is also available. At least two handheld VHF radios are carried at all times – one of these is a floatable model.

SSB. An ICOM IC-M802 SSB DSC transceiver provides long distance communication capabilities.

Cellphone. Within 15 to 25 miles of the US coast and along the ICW, the cell phone

Onward called 911 to help rescue a 50' motor yacht that was swamped in the Chesapeake during a fireworks display; there were many emergency vessels nearby but the communication noise due to managing the fireworks made them incapable of being raised on VHF. The 911 system was able to coordinate between organizations and marshal them to the rescue.

is becoming the emergency communication system to go to as soon as, or concurrently with, making an emergency VHF broadcast. VHF is a must and it is great for alerting nearby vessels – but if you want to communicate the facts to the right people quickly and efficiently – use the cell phone. *Onward* called 911 to help rescue a 50' motor yacht that was swamped in the Chesapeake during a fireworks display; there were many emergency vessels nearby but the communication noise due to managing the fireworks made them incapable of being raised on VHF. The 911 system was able to coordinate between organizations and marshal them to the rescue. Even in the Bahamas, a cell phone is often the most effective way to reach authorities when VHF communication becomes problematic. *Onward* has not found a cell phone booster necessary, but this might add useful range.

Crew Comfort. *Onward* has a full cockpit enclosure with D-shaped doors on the port and starboard sides to allow rapid deck access. They can be partially opened to control cockpit temperature and airflow. In cold and stormy weather the three stern panels are kept in place, otherwise they are rolled and stored in a bag next to the side of the dodger. The ability to control cockpit conditions



albeit with a small tradeoff in reduced visibility is more than offset by the big difference in comfort and reduced fatigue during long days on duty. Foulies may be photogenic but shorts and Tees (or less) are more comfortable. The dodger, bimini, and connector are always in place to provide maximum protection from UV due to the long hours spent in the cockpit.

Weather. If someone had told me before I started cruising full time that gathering and review of weather information would occupy about an hour a day for 4 to 5 months a year, I would have found it hard to believe. For cruising in the Bahamas, that is about what happens. The best way to sail safely is to avoid weather conditions that are threatening or simply uncomfortable – and that is what the time spent studying weather provides. Sirius Weather displayed on the E120 chartplotter is very useful – particularly in parts of the Bahamas where internet access is hard to come by.

The SSB is a very important tool for gathering weather information offshore and no offshore passage should be undertaken without at least an SSB receiver aboard. In the US and coastal waters where internet access is readily available via a cellular modem, there are myriad sources of good information. For offshore routes and crossings, a weather service such as the Caribbean Weather Center is invaluable because these experts have access to more extensive resources AND they have the vast experience to know how to interpret it to forecast hazards, which a less expert person would readily overlook. *Onward* would not leave home without it!

Maintenance. As a person whose leisure life was run by the motto “Never put off for tomorrow what can be put off for the next day,” regular maintenance doesn't come easy. One important habit employed is that the engine is never started until it has been inspected, oil and coolant levels checked, fan belt checked, and fuel filter bowls and cooling water strainer inspected. Good notes on major systems that enable inspection and maintenance to be done on a regular basis are critical.

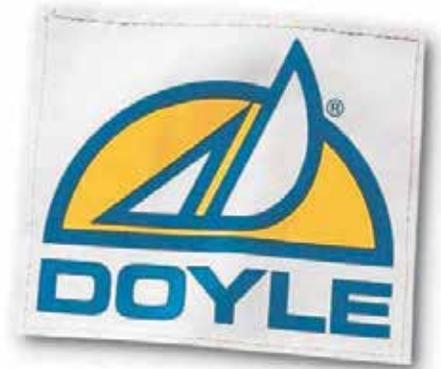
If all this sounds like common sense combined with self-discipline – you've got it. Hence the conclusion that sailing single-handed is truly a personal challenge.

Eternal vigilance is the price of sailing single-handed.

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Destinations

TIPS, CAUTIONS & CRITIQUES OF YOUR FAVORITE CRUISE DESTINATIONS

24 Miles to Catalina Island, CA

By Bill Lewis • C310 • *Allez-y!* • Hull # 73

We decided that this summer we would staycation as much as we could. How bad can that be with our C310 here in sunny Southern California? Not bad at all! We belong to a sailing club, Blue Water Cruising Club, with facilities on Catalina Island just 24 miles off the coast. We have managed to get there just about every other weekend since April and in between we get to entertain guests with a cocktail cruise in the Long Beach harbor. Catalina is a beautiful Island that has been compared to the Greek Islands in the Med. Having

Sailed the Greek Islands I can vouch for the similarities.

This year we decided to do a circumnavigation of the Island and were accompanied by another couple on their Saber 38. We started the 5 day adventure with a beautiful sail across the Inner Santa Barbara Channel from Long Beach to Big Geiger Cove at Catalina Island. The weather was warmer than usual with the prevailing southwest breeze at about 12 to 15 knots. Auto von helm did his job allowing Suzette and I to read and enjoy the

ocean along the way. Arriving at Big Geiger about 1700 the club trustee's cocktail party was just getting started. We quickly set a fore and aft hook and jumped in the dinghy for a quick row to shore. After a great dinner on shore it was off to the boat for a quiet night at anchor.

The next morning we pulled anchor and motor sailed west past several mooring fields and anchorages before rounding the west end of the Island and into the unprotected Outer Santa Barbara Channel. The wind was light and from the west so we had a nice down wind run heading east for Little Harbor. We set the sails wing on wing and set the whisker pole. We thought we were moving nicely in only about 10 knots of breeze until our friends sent up their gennaker and went sliding on past us. Little Harbor is just that, little, but

Catalina is a beautiful Island that has been compared to the Greek Islands in the Med. Having Sailed the Greek Islands, I can vouch for the similarities.

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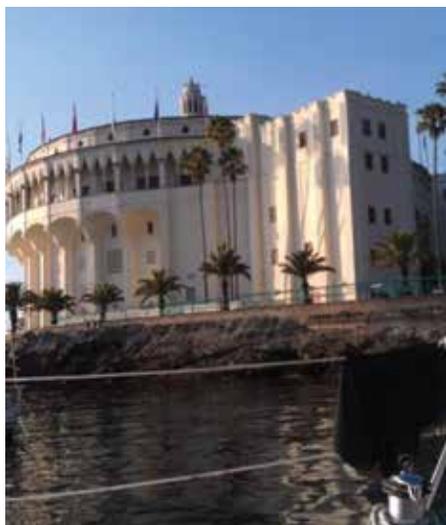
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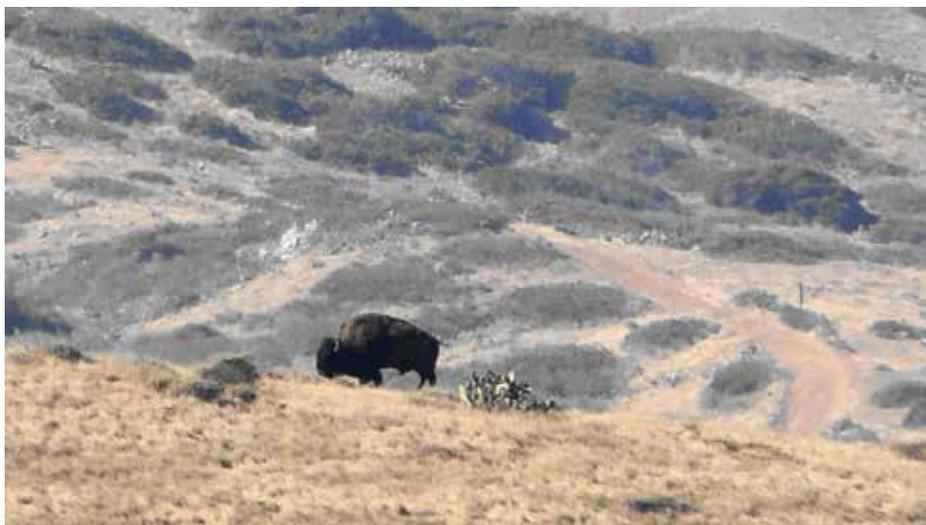
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well protected from the open ocean. We set a fore and aft hook, cleaned up and settled in for sun downers and a beautiful sunset over the Pacific Ocean. The anchorage was a little roly, but not too bad. In the morning we set out for a hike to find Buffalo, yes, Buffalo! It seems that in the early 1900's they shot westerns here and they imported the Buffalo for effect. When they were done they left them behind to fend for themselves. They have since become a Catalina icon. We did get to see a lone Buffalo on the ridge.



From Little Harbor we headed south around the point and the east following the south shore. It was warm and sunny, but not much breeze so we motor sailed; past Ribbon Rock, Church Rock, and around the east end past the working quarry. The destination today was Avalon, the only real town on Catalina Island. This is a big tourist destination as they arrive by private yacht, ferry and cruise ship. Fortunately it was not a cruise ship day so it was only crowded! We were able to get a mooring just outside the harbor next to the

classic casino building. We needed to replenish critical supplies so off to the wine shop we went and of course a little window shopping. We had dinner at one of the new restaurants, but frankly were ready to get back to the slower pace of small coves and anchorages.

We departed Avalon about 0900 and motored for about 45 minutes due west toward Long Point. We anchored on a single hook off Button Shell Beach. Sunny, hot and no breeze so we loaded up the snorkel gear and went around the point for some snor-

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keling. Catalina is one of the few places in the world where you can find the kelp forests. This stuff grows several feet in a day and is home to many sea creatures; one of the most beautiful is the bright orange Garibaldi. The area had some of the largest Garibaldi I have ever seen. The surge was picking up and so was the wind so we motored back to the boat. Being anchored on one hook and watching as the boat tugged seemingly closer to the rocky shoreline we decided that the moorings were

looking quite comfortable so we moved to a mooring. We put up the sunshade to escape the heat and enjoyed lounging in the cockpit reading and sleeping. It was our turn to host sun downers which turned into appetizers, which gave way to dinner and wrapped up with s'mores done on the grill.

All good things must come to an end so the next day we packed up and headed back across the channel to Long Beach. It was a still day and clear when we departed, but half way

across the channel we were running through fog banks! A little unnerving without radar and in the shipping channel, but it did not last long and we broke through into sunshine and calm as we motored back to our slip in Shoreline Marina. Allez-y! has about 5000 sea miles and is going strong. Not to brag, but she looks almost as good as the day we bought her twelve years ago!

Bill Lewis is technical editor of the C310s.

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Baltimore

While celebrating 200th anniversary of the War of 1812

By Martha and Dan Bliss • C400 • *Brunelle*

Martha and I sail our C-400 *Brunelle* mostly on the Chesapeake. We greatly enjoy gunkholing around the bay. There are hundreds of places to anchor and enjoy the scenery and fellowship of other boaters and Catalina owners. If we sail with a group it is usually with the Chesapeake Catalina Yacht Club (and in 2010 and 2011 we even sailed south for the winter with 3 other boats from CCYC and 3 of us crossed to the Bahamas for 2 months).

This past June Martha and I led a group of CCYC boats on a week-long cruise “north” on the Bay. We had done this last year and everyone seemed to enjoy our week

centered on the Chester River so we decided to do it again. As we were doing our planning a “monkey wrench” was thrown into the schedule.... Early in the spring we learned that on June 13 a group of Tall Ships were to sail into Baltimore as part of a weeklong celebration of the 200th anniversary of the War of 1812 and the writing of the Star Spangled Banner. It became obvious that we needed to try to include this in our schedule. It also became complicated.

Besides the Tall Ships the US Navy, the Canadian Navy, and the Japanese Coast Guard participated in the “Star-Spangled Sail-aboration”. The Blue Angels were scheduled to

fly Saturday and Sunday and needed to practice on Thursday and Friday. This meant the area over the water just off Fort McHenry would be closed to all boat traffic from 10:00 AM to 6:00 PM Thursday through Sunday! Boats would not be able to gain access to the marinas in the harbor during these hours!! We weren't sure we wanted to get involved in this at all. The marinas also got into the act and some were requiring a minimum of a three night stay. We finally decided we would go ahead with a visit to Inner Harbor, and made our marina reservations early, but the “true” Inner Harbor Marinas were full, so we ended up less than a mile away at the Baltimore Marine Center at Harborview.

We started our week-long cruise in Annapolis, moved to Shaw Bay at the mouth of the Wye River where most of our group spent time swimming off the sterns where we were already dodging jellyfish (it seemed like the Chesapeake summer was going to arrive early), and then up to the Chester River for a couple of nights. The weather was hot and we were worrying again, but a storm came in on Tuesday and blew out the heat. Wednesday morning, we moved across the Bay to Purdy Point on the Magothy River and then Thursday on to the mouth of the Patapsco River and anchored in Bodkin Creek so we would be in position to sail into Baltimore. By the time we headed into the Inner Harbor on Friday morning before 10:00 the weather was beautiful. The trip past Fort McHenry where the channel narrows was a bit hairy with several hundred boats trying to establish a home base inside the restricted area, but we made it without incident as did all our fleet. That we know of there were 4 C400s, 2 C350s, a CM440, a C36, a C320, and a C30 in Baltimore for the weekend from the CCYC.

The weekend was amazing. Bright blue skies, a cool breeze, and more boats to look at than you can imagine. We were worried about the ability to tour the harbor. We have encountered the “maintain 500 feet from Navy vessels” too often. As it turned out the crew on *Brunelle* took no less than 5 trips around the harbor in our dinghy with friends or grandchildren enjoying the colors and the activity. *Brunelle* was happy doing it this way, while some of our fellow cruisers walked into Inner Harbor for a closer look at the action and toured several of the tall ships. The lines for these tours were often long but the weather was perfect making the wait bearable.

Most of us stayed at the marina to watch the Blue Angels fly over. The prime viewing area was at Fort McHenry a mile walk from our marina. That is also where the crowds were. One of our group anchored out closer to Fort McHenry and enjoyed a better view of the air show.

Sunday afternoon we were treated to the departure of the Columbian Tall Ship *Gloria*. We stood at the end of the dock at the marina



C400 Prego and CM440 Andiamo follow the crowd (including a Canadian Warship) toward Ft. McHenry on the way into Baltimore



C400 Prego followed us on into the Inner Harbor for a quick tour before heading to our marina. Here she approaches *The Pride of Baltimore*.

and marveled at the sight of all their crew in the rigging with jersey colors matching their flag colors. It was a great weekend in the city.

Of course, this was a special weekend. We have made other trips into the Inner Harbor and have always enjoyed the quality and safety of the Marinas and the restaurants, shopping, and sights in the neighborhoods. Common sense needs to be followed about wandering the neighborhoods alone or too late at night.

Visit Baltimore when you have a chance!

For more pictures visit the CCYC website at http://sailccyc.org/CCYCpix/2012/pix_0610.htm. Thanks to Kathy Bruzik of C350 *Pekabu* for the *Eagle* and *Gloria* pictures in this article and the pictures on the web site.



While waiting to board the USCG *Eagle*, visitors were treated to the practicing Blue Angels.



On one early morning tour of the harbor, we spotted CCYCers C320 *Lady Eastwind* who had anchored front and center to have breakfast!



Dan watches as the Blue Angels seemingly fly through the rigging of a "well dressed" *Brunelle*.



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Would you like to submit an article for publication in this section of Catalina Mainsheet? Contact your All Catalina Association Editor. DEADLINE DATES: March 1st, June 1st, September 1st and December 1st.

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All Catalina Associations News

Catalina Association of New England

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Shake-down Cruise, Portuguese Festival: Stan and Diane Walsh on *Makin' Progress*, Judy Doherty and Jay Swartz on *Siochanta*, Diane and Fred (prospective members) on *First Light*, Carol and Phil Vachon on *Binary Star*, Wendy and Vinnie Lanou on *Wendy's Dream* and Paul and Phyllis Robinson on *Good-night Moon* gathered in Provincetown for the annual shake-down cruise.

The crews enjoyed the festivities downtown with a Portuguese clam fest (all you can eat!). There were littlenecks and steamers as well as chorizo laden stew combinations. Corn on the cob, and noodles balanced the meal. Our water lines were a little higher that night.

Everyone browsed the shops, and watched the parade on Saturday. Cocktails were on *Siochanta* with folks catching up on boat stories, family events, and future cruises.

The group then traveled to the east end of Commercial Street as the sky turned ominous



Provincetown, MA Portuguese Festival

and briefly wet and wild; maybe we should have known better? Oh well!

The ten of us then squeezed into a reserved section for eight at the restaurant Fanizzi which had great food and was very accommodating. We were even treated to a rainbow over the bar for dessert.

We all strolled back to our berths, enjoying the cool clean air brought by the squall. Sunday morning the boats all headed to their respective harbors, another season begun.

Annual CANE Summer Cruise: The club's annual cruise this year took place July 22-31st in the Buzzards Bay area with layovers in Marion, Quissett and Onset harbors. The pinnacle of the cruise was in Fairhaven with a Jimmy Buffett party, historic walking tours, and several restaurant get-togethers of the 30 or so CANE members.

The goal for this year's cruise was to spend more time at each harbor, enjoy the ports of call, and socialize more as opposed to long passages, with short stays in each port. As a result it was a laid back, easy cruise with short legs with plenty of time to enjoy each of the harbors.

The northern pre-cruise rendezvous' point was Plymouth harbor which Paul and Phyllis Robinson planned to host as they were the designated cruise captains, and their boat is in the adjacent harbor, Duxbury, MA.



CANE group at Fanizzi's Restaurant

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Catalina Fleet 21

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South Bay All Catalina

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South Bay Catalina Yacht

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Commodore Brad Baldwin
commodore@sbcyc.org



The Knob at Quissett

When Paul and Phyllis arrived at their boat they found some of their electronics weren't working, or working oddly. As they continued checking, they discovered the bilge pump had burnt wires. The pieces of the puzzle came together and they realized that *Goodnight Moon* had been struck with lightning a day or two before the rendezvous' and knocked out of commission (a total electrical/electronic melt-down). But even that didn't stop them from meeting up with the gang in New Bedford/Fairhaven.

So, the cruise went on with north and south participants gathering in Marion harbor. Marion (MA) is a lovely harbor to sit, swim off your boat, or have a few drinks and watch the sun go down. Some might describe Marion as "A Drinking Town with a Sailing Problem". To support that claim about 70% of the 800 to 900 boats in the harbor are sailboats. In recognition of the description, Dick Weiner (*Passion*) hosted a cocktail party the first night. The best place to go for site-seeing in Marion is Tabor Academy which is a first class co-ed prep-school. Its boat, *Tabor Boy* is an old 85 foot schooner which moors near the entrance of the harbor. On a windy, choppy day on Buzzards Bay - nothing passes the *Tabor Boy*.

After the gathering in Marion the group set on a 2 -2.5 hour sail across Buzzards Bay to Quissett (MA) where they found lots of transient moorings. Magnificent homes surround the harbor with quaint "New England" views.

The group took a walking tour thru the winding, wooded trail leading to the top of the Knob, which is a small spit of land surrounded by water on three sides with a gorgeous view of Buzzards Bay encompassing Woods Hole out to Cleveland's Ledge lighthouse and over to Marion.

We accomplished our goal. There isn't much to do in Quissett except, swim, eat, drink and enjoy the sunshine; another cocktail party happened, hosted by commodore Peter Sicurella wife Marilyn aboard *Crosswind*.

Next, the group set sails for Fairhaven (MA) on an enjoyable sail of about 4+ hours. The boat of new member Dan Smith (*Slow Dance*), encountered an engine problem (later reported to be a fuel issue) which was successfully nursed along. Upon arrival, the 15 or so boats tied up snugly at piers or in slips.

Thursday evening Stan and Diane Walsh

Cocktails in Quissett on *Crosswind*

(*Makin' Progress*) hosted a Jimmy Buffett welcoming party. The CANE group socialized and dined on the deck of the Fairhaven Shipyard. The CANE group of 30+ experienced and enjoyed the music, Margarita machine, Corona's and barbeque. This party was executed superbly and praised by the group (Thank you Diane and Stan!). No one left hungry or thirsty.

The next day, Friday morning, the group took a walking tour of the gifts to the town of Fairhaven by Henry Huddleston Rogers. The tour started at the Fairhaven Shipyard North Yard that houses one of the largest travel lift on the east coast. We viewed the haul out of the 28M, a 140'/16' draft sailboat.

The tour continued with a walk along Main Street viewing the childhood home of Rogers, the Masonic Building, Our Lady's Haven and the interiors of the Town Hall and the Millicent Library, and ended at the magnificent Unitarian Church; a lovely stone structure with amazing wood hand carvings and Bronze Doors that weigh a ton (literally). A local deacon conducted an inside tour for the group.

That evening the group then invaded Margaret's restaurant or maybe that should be described as a "take over" by the more than 30 CANE members (Fairhaven seems to be becoming another one of those "Drinking Towns with a Sailing Problem").

Saturday, a smaller group visited downtown New Bedford and had a "Moby Dick" walk through the area and a short movie. The group toured the Military Museum at Fort Tabor and stood at the water's edge viewing Padanaram (AKA South Dartmouth), West Island and the Elizabeth Island chain all the way out to Cuttyhunk.

The group stopped for lunch at the iconic Freestone's in downtown New Bedford. Saturday evening, guess what? An impromptu cocktail party occurred aboard *Frisia*, hosted by Jane and Helmer Puetthoff.

The weather for the entire cruise exceeded the weatherman's prediction; numerous days had forecast of storms but none developed over the CANE cruise area. Those that returned home on Saturday were again greeted with fair winds and calm seas. However, those that stayed for the New Bedford visit and left on Sunday had a totally different experience as the head winds roared up to 20+ knots making for heavy seas, but all ended up back in their home ports safely.



Magnificent, historic Unitarian Church

The following people and boats participated in all or some of the 2012 CANE cruise:

- by land: The Flanagan's, Schmidt's, Robinson's
- by sea: *Makin' Progress*, *Even Keel*, *Passion* with the Alberts, *Netti Verde*, *Frisia*, *Casiopeia*, *Rouche*, *Crosswinds*, *Slow Dance*, *Jaxsan*, *Second Chance*, *Ruach*.

A Good time was had by everyone and will provide a lot of memories to be discussed over the winter.

Come join CANE; we'd love to have you onboard our next cruise or Tech-Session. Contact Larry Hoffman at l-hoffman@comcast.net and visit us at <http://www.allcatalinane.org/>

Catalina Fleet 21 – Chicago Region

What a summer it was! HOT, with plenty of sailing! Catalina Fleet 21 was able to squeeze in many, many outings from the Chicago harbors, the famous Northpoint Marina fish boil, Michigan City, Indiana Labor Day outing, and great representation by the fleet at the LMCA Summer Rendezvous.

The fourth of July was celebrated well into the weekend with Catalina boats lined up on the Sunday after to watch the post 4th fireworks in Michigan City. Several fleet members began their Summer Rendezvous voyages there before sailing north to harbor hop all the way to Holland, MI. The trip included great sailing and shopping adventures with the crews from *Team Effort*, *Quiet Island* and *C'dream*. Shirley and Fred Collins celebrated their 35th wedding anniversary on the voyage. It is always so much fun to reconnect with old friends at the Rendezvous.

Catalinas are not just for cruising as demonstrated by the racing flotilla that participated in the annual Leukemia Cup Regatta sponsored by the Columbia Yacht Club. Our Catalina division was well represented and divided into two sections. *Doghouse* came in 2nd in Section 2, *Little Miss Magic* 3rd in section 2. *Overdue* was the all Fleet 21 crew, along with *Karizmaddie*. *Easy Two*, *Titae* were fast, and *Isis* came in 1st in Section 1.

As the season draws to a close and most boats are safely tucked in the winter storage homes, Catalina Fleet 21 members will dust off the tux, tails and tiaras to celebrate the year and install new officers during the Annual awards Banquet on Saturday, November 10th



Marshall and Lin Ferholz and Bob and Cheryl Kuba get ready for the Friday night Shrimp Boil.



Catalina Fleet 21 Members John & Gretchen Forsyth, Lori Lauraitis, and Bob and Cheryl Kuba enjoy an afternoon cruise on Lake Macatawa.



Front and center Quiet Island is ship shape for Tour de Boats at Lake Macatawa.

at the Burnham Park Yacht Club. Come one, come all for a gourmet dinner, dancing, awards, prizes and a great city view. The new officers for 2012-2013 will be Commodore Pat Reynolds, Vice Commodore, Ron Shereyk, Secretary Mike Walsh and Treasurer Ray Kalinsky.

For many of us we have had the pleasure of having our Commodore, Nancy Bartlett, as an overnight guest at outings while she is sans boat. Nancy, it is a pleasure to have you. Until next time, fair winds. If you have news that you would like to include here, please email Cheryl Kuba, cheryl@agingparentsolutions.com.

Lake Michigan Catalina Association (Lake Michigan)

www.lmca.com

On the weekend of July 13 - 15 approximately 60 Catalina Sailors converged on Macatawa Bay Yacht Club in Holland Michigan for the 19th annual Mac Bay Get-Away. Many of the 28 boats present came across Lake Michigan from Chicago and represented Catalina Fleet 21. It was a very hot weekend, but with MBYC located near the Lake Michigan shoreline and an on-shore wind, it brought the temperature to a comfortable level.



The weekend started off Friday night with our annual Shrimp Boil again orchestrated by Jon & Mary Bontekoe. This event is always a hit and of course includes an abundance of beer and wine. This was followed by a Dock Box & Bilge Auction. In previous years this event was just individuals selling various nautical items which they no longer used. Changing this to an auction proved to be a great success. Our amateur auctioneer Larry D'Haem did an excellent job, even during some intense bidding episodes, and did it with humor. Everyone one had a great time and most of those with items to sell received more than if they just sold them outright.

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Saturday started off with a continental breakfast and was followed by a talk and video presentation by Mr. Craig Rich. Craig is a director of Michigan Shipwreck Research Associates and is an author, speaker, historian and shipwreck hunter/diver. His talk was "Shipwrecks of Ottawa County", which was based on his book *Those in Peril: Shipwrecks of Ottawa County*. A copy of his book was in each "skippers bag" that each boat received at registration.

After a fabulous picnic lunch all the participants went to enjoy activities of their choosing. Their choices were: a boat "real estate tour" of Lake Macatawa, Sailing on Lake Michigan, a variety of lawn games, shopping in Holland, or just Chillin out. These more laid back events were very well received and was a big change from the more rigorous events we have had in the past. All of this was followed by a relaxing tour of boats which has always been a popular event .

A wine bar preceded dinner. A variety of fine wines were enjoyed by all.

An outstanding buffet dinner including prime rib, salmon, chicken, and an abundance of side dishes was the delight of everyone. This was all topped off with a terrific dessert bar.

After dinner, Commodore Rick Van Sweden thanked the sponsors and volunteers for their help in making the Rendezvous a big success. He then drew boat names for door prizes. The owners of the boat would come forward and select an item of their choice from a table full of impressive items. Next, Rick announced his choice for the Commodore Award which honors those who have contributed much to LMCA. This year's award went to Rod & Jo Schmidt. This brought the evening to an end as well as the formality of the Rendezvous.

Sunday morning a big breakfast buffet was served from 8:00am to 10:00am and participants could leave at their leisure. We decided to end the weekend earlier this year which gave those who needed to travel back to their home ports more time.

We as always invite all the Lake Michigan Catalina sailors to join our great organization and participate in the fun. It's a great way to meet new friends with common interests and enhance the sailing experience. Visit our website, www.lmca.com for more information and details about membership and benefits.

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Catalina 470

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Would you like to submit an article for publication in this section of Catalina Mainsheet? Contact your C470 Association Editor. DEADLINE DATES: March 1st, June 1st, September 1st and December 1st.

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Do not send your address changes to the Mainsheet. Please notify your Association of any change in address.

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Join or Renew form on page 56.

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C470 Trader's Corner

Do you have any C470 items you want to sell or buy? We are keeping a list on the C470 Web Site. Log on to www.Catalina470.org and click the for sale button.

C470 Burgees Are Now Available

Contact Mike Davis at ayewash@jerodisys.com. The cost is \$35.00 each which includes shipping and tax.

OFFICER MESSAGE

Home Port

Bill Martinelli, Commodore

The cast and crew of *Voyager* spent a few months this summer off the boat and back in California. *Voyager* was safely docked at Marina Palmira in La Paz, with good people watching her (and windage stored below due to hurricane season). This is our longest trip "home" since leaving for Mexico about two years ago, up until this time we have returned for just 10-14 days at a time.

Many cruisers we meet have cut all their ties to land-based things and have shed their homes/cars and material possessions that they have no use or space for on their boat. We haven't reached that point yet, so we do have to go check on and give some care to our shore side "stuff" from time to time. We have a great friend who watches our property when we are away, but we sure don't like to impose any chores upon him.

In July, the refrigerator/freezer needed a new compressor and the reefer needed a new evaporator. Wow, just like maintaining a boat! (Knock wood, our Adler-Barbours aboard have been spectacular.) Our cars started up just fine this time; we have figured out a battery charging scheme that gets them run-

ning after several months of "resting," some of the "brightwork" on our building needed attention. Our roof needed pressure washing/sealing in addition to the attempted eviction of a raccoon family encampment (think pesky sea-birds and your bimini/dodger).

And then there's the shopping to be done, for us and some friends back in Mexico. Don't get us wrong, there really is a great supply of many things in Mexico and often the prices are very fair or even cheap, but there are always a few items that are impossible/difficult to find/obtain or we prefer the pricing when we are back in the U.S. Shipping things into Mexico is difficult, hand carrying them down by car/boat or air is often the best way.

Don't get us wrong, we could survive without many of these things, but we've got to at least do a little bit to help stimulate the U.S. economy while we are here! Packed this time: two new sheet lines, liquid Benadryl for the occasional bug bite (Captain gets itchy), good black tea (for the Admiral), and restocked prescriptions. Replacement laptop battery, black licorice (crossed off the list due to lead contamination!), reusable K-cup coffee maker filters, and stainless steel D-rings for friends in La Paz. Two cases of reasonably priced California

Sauvignon Blanc, a stand-up kayak paddle, and pole spear was loaded on a friend's boat who is heading south now, to meet us in La Paz in November. Lake County (Calif.) olive oil, Sodastream supplies, 2 gallon plastic zipper-bags, coming down on another friend's boat.

Having time to catch up with friends has been great too; we've been out sailing on the Bay twice including a day to watch the America's Cup World Cup, attended several yacht club events throughout the Bay Area, and have done our best to be goodwill ambassadors for the world of cruising. After being questioned by many of our friends, we feel that reports of crime in Mexico have been over-emphasized in the American press. Listening to the news in California for several weeks puts it all into perspective; we can't wait to get back south where it is much safer! Over a five week period in the Bay Area: 16 deaths by shooting, 3 deaths by stabbing, 15 shot but not dead, etc., etc. Don't take this the wrong way, we are not concerned about being in California either; it just makes sense to be aware of one's surroundings and take appropriate action where ever you are.

So, where are YOU going next with your C470? It's great to be out there!

FEATURE SPOTLIGHT

Single-handed Sailor

By Joe Rocchio • C470 • Onward

Read the story on page 8 of this issue!

Catalina Morgan 440

Catalina Morgan 440 National Association

Would you like to submit an article for publication in this section of Catalina Mainsheet? Contact your CM440 Association Editors. DEADLINE DATES: March 1st, June 1st, September 1st and December 1st

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Join or Renew form on page 56.

OFFICER MESSAGE

How Lucky We Truly Are

Hans Petermann, Commodore



There are several things I really like about being the Commodore of our Association. First, I don't really do anything but have a fancy title, and second, I can use the title to get open access to everyone else's 440. Kidding aside, I have been fortunate to be "WEL-COMED" aboard about 10 of the 60 440s built.

Having been on so many 440s I am always amazed that while our boats are basically the same, everyone's 440 is really different. As most are enjoying them in the cruising mode, they therefore have become homes. As homes they take on the personalities of their Captain's and First Mates. It is really fun to see the personal touches.

I always learn something new from each 440 that I am fortunate enough to visit. Just recently, I was lucky to spend a raft up



Hull #1

weekend with two other 440s; *Bonnie Lass*, Hull, #50, and *Mist Approach*, Hull #1. These are two very different set ups, and there is something to be learned from each.

Bonnie Lass has to be one of the most retrofitted 440s I have been on to-date. Her storage systems, upgraded equipment list and modified nav station, definitely gives a Capitan cause for envy. I can only imagine the time and energy spent on research and retrofitting her.

Hull #1, *Mist Approach*, is still close to her original delivery form. It was fun to see the factory changes between Hull #1 and my Hull #40. While still close to original, Sam (article to follow) did install a fuel polishing module that I will definitely be adding to my boat.

If you sense a theme to my messages, is that we all can learn from our 440 brethren. Everyone has done modifications to their boats. The sharing of your projects on our Forum website helps your fellow 440 owners evaluate and learn. So I solicit everyone to share your projects with us. Pick your favorite modification and post it on our website.

OFFICER MESSAGE

Cruising Ground

Steve Cooper, Secretary/Treasurer

By this time, all of you should have already enjoyed your prior summer sailing season. This short Message is being sent to you from Lake Huron's North Channel and Georgian Bay.



My wife and I are fortunate to experience this fabulous cruising ground each summer. This area has been called one of the world's best/ extensive cruising grounds. The secret about this area has, fortunately, not been leaked to

very many boaters. In any case, this is a great place for fishing, gunkholing, swimming, kayaking and exploring with warm days and cool nights. There are hundreds of wilderness islands/ anchorages available. We will offer a few more photos in future articles.

Our Association has increased by two new members, and we can now be called an International Association, since our latest 440 owner is from Australia. And for any of you members who know of 440s in your area that are not yet members of our association, please give them information about joining us.

OFFICER MESSAGE

Interview With Gerry Douglas

Lorell Alexander, Catalina Mainsheet Association Editor

As owners of any incredible Catalina yacht will tell you, we all believe we have the absolute best sailboat in the world, and of course we are all correct!

This past weekend afforded just such a reminder, as three CM 440 sailboats participated in the first-ever cruise in and raft up at



Todos Santos island, near Ensenada, Mexico. I hope to share more of our adventures in a future article.

Our Todos Santos plans had been in the works since my husband Bill and I cruised into the beautiful Marina Coral in late May and were greeted by the owner of Hull #1, Sam Berghoff, on *Mist Approach* (Sam is also a pilot, so great new boat name!).

As we all know, meeting someone with our identical sailboat model offers endless hours of entertainment as we crawl through one another's cabins, galleys, bilges, salon lockers, lazarettes, laundry rooms and, of course, the enormous aft cabin storage area (also known as the "garage" to many of us). We compare battery bank types, locations, engines and on and on we go. So many of us have personalized our boats with a multitude of upgrades, and we discover that most of us have either retired early and are already enjoying the off-shore cruising life, or are just about to pull up the dock lines and sail into the sunset. We have significantly sized generators, navigation systems, solar panels, watermakers, wind generators and so forth.

And before getting around to my nod to the "World's Greatest Cockpit" in this Officers Message (the words "cockpit envy" also came to mind), I do need to first report on our recent interview with the talented design engineer of our beloved 440's, Gerry Douglas. As requested by our Association members, Gerry has outlined the current Catalina company position regarding our particular model.

Here we present our interview Questions (Q) and Gerry Douglas' (GD) responses:

Q: We believe the members of our Association would first like to know if Catalina plans to continue production of the CM 440?

GD: We do not have any 440s on the line now. Number 60 was delivered on May 21st, 2012. There is no decision about future production at this time and the future will depend on orders received.

Q: Would you be able to list all the design changes and upgrades since the 440 went into production?

GD: This is a very extensive list, and we generally do not release the engineering documents. If there are specifics you are interested in I will try to directly answer any questions an owner may have.

Q: Many "senior citizen/sailors" are unaware of this boat and are opting instead for a trawler. When these former sailors experience our boat and are now able to financially afford one, they are often sorry that they decided to go over to the "dark side". What are Catalina's plans to market this wonderful world cruiser designed to live aboard?

GD: Support of existing 440s and their owners does not determine future production of the 440's. We will support current owners with parts and technical help regardless of future production.

Q: We know of one CM 440 that has completed a circumnavigation and another 440 owner with a circumnavigation that is nearly complete. Other owners have made Pacific crossings and other significant voyages. Can you comment?

GD: Their stories and preparations for cruising would make great contributions to the *Mainsheet*. I agree the CM 440 is a great boat for cruisers. I own one myself. The 440 has many characteristics that make a great cruiser; good tankage, lots of storage and very robust construction. The ability to see out when seated at the dinette is unique among deck salon designs.

So there we have it. We are continuing to talk with Gerry and would appreciate knowing if you have any further questions that we can publish in *Mainsheet*. Please communicate these questions to any of our Officers via email, and thanks so much for your continued support of our Association!

Now I leave you with two observations;

First, we few, fortunate and proud CM 440 owners are our own best PR team! We will keep on sailing, and continue to extol the virtues of these incredible world cruisers.

Second, on the cruise-in and raft up mentioned earlier in this article, we were briefly joined by a beautiful center-cockpit Island Packet 48. As we entertained one another for hours of terrific conversation inside one of our 440 cockpits, the IP owners remarked (on more than one occasion!) on how roomy, entertainment-worthy, and well-centered we were in our cockpits. Upon hearing this, I moved forward to the companionway door and said, "Yes, and as you have observed, I am now standing in the center of the boat, essentially enjoying our own center cockpit." Response from the IP owners was a smile of quiet recognition, and a nod of their heads in agreement. Like I said, cockpit envy!

So, with smiles on the faces of our *Mainsheet* readers, please now enjoy the story of discovery from Sam Berghoff, owner of Hull #1, subtitled 'The Experiment'.

Note from Catalina Yachts: Many of the systems such as the generator, electronics and 6 amp batteries and water maker are aftermarket installations and were not done by Catalina which explains the "unique wiring and installations" on Sam's boat. I believe most 440 owners will agree that the factory installed systems are neat and well organized and meet all A.B.Y.C recommended standards. -Gerry Douglas

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Someone Has To Be First

By Sam Berghoff

It's been a few years now since I sold my 2000 Catalina 380 that was based in Long Beach, California. I figured I needed some warmer water and a few more places to go other than Catalina Island. So off to South Florida I went to buy a boat and be closer to my dad.

Well, let's just say that me, shallow water, humidity, no-see-um's, insurance, squatters, hurricanes and concrete slips just didn't add up to a "yes".

With my job working out well, I could live anywhere I wanted, so why not find a boat that would be comfortable to live on and can take a good pounding? Okay, a Blue water vessel.

So now, what kind of vessel? Well, I had a Catalina 380 and I liked the large cockpit, the swim out transom and the room it had below deck. I figured I was going to be single handed most of the time, as I did with my 380. I wanted something a bit bigger, maybe something in the 40 - 44 range. I also wanted a genset. It sure did get cold a few nights at Catalina Island, CA, and heat and a/c were also a must.

Next, I needed storage, a lot of storage! I also needed a work shop area and a well organized galley, as I was going to be a full-time liveaboard.

I will never find all of this in a semi-modern sailboat, I thought, and so off to the boat shows I go. I looked at new and used. New boats need everything, and a lot of the used boats I looked at were truly used and used hard.

After a few months of looking at every POS sailboat on the market, I was invited to stay at an old friend's condo in Alamitos Bay, CA, while I was in town for the Long Beach Boat Show.

This is where it all happened. His condo over looked my old marina and my old slip. Now I was depressed. As we sat on his balcony sipping a few cocktails, he said, "Hey do you see that sailboat in that slip right by your old slip?" I said, "The one that's all covered up? Yup." Friend says, "Well, I hear it's for sale". Me: "What kind of sailboat is it?"

He said it was called a Catalina/Morgan 440...

I said, "A what?"

As we sat on his balcony, I kept looking down at this boat under a full Sunbrella cover. I couldn't quite make out what it looked like. My friend told me that the broker lived in the condo below him and was sure he could give me a tour of the boat tomorrow.

Well, 8am could not come fast enough. We met the broker at the boat at 8am sharp. All I saw was CLEAN !!! IMMACULATE !!! SPARKLING CHROME !!!

I entered the 440 on the port entryway. I saw this huge completely enclosed cockpit, polished teak and folding wheel at the helm. Hmm, I thought, this is not so bad. I went down the companionway to find this large fully varnished interior and all the amenities I was looking for, and more. Hmm...

The broker proceeded telling me about this "Special" 2005 Catalina/Morgan 440. He told me that this boat was Hull #1 and this is the boat Catalina used in all the boat shows from 2005 to 2008. I then realized I had been on this boat before, at all the boat shows (and I'll bet all of you have also).

Hull #1 ??? Oh my. I told my self, RUN, don't walk RUN away as quickly as possible. Sure as s***, I looked at the Catalina serial number; yup Model 440, Hull #001. It was then hard to stay motivated looking at a boat I knew I would never consider. After an hour of some broker BS and my boat-less friend egging me on. I said, "Let's go."

The day passed mostly in silence as all I had on my mind was finding a nice, clean, well maintained, liveaboard boat with everything I wanted.

Well, finally, 5 O'clock rolled around, and I sat again on my friend's balcony, sipping my cocktail just staring at this boat beneath me. And go figure, right next to my old slip, there was a boat that just might work. Damn. Time for another cocktail...

My friend joined me on his balcony and told me more about this boat, sharing all the information he and his girlfriend had just found on the internet. He also mentioned that the surveyor who did the survey on that CM 440 lived nearby on a boat in the next marina.

Hull # 1, huh ???

I went down in the morning to take another look around the 440. It was then that I was greeted by the surveyor that did the actual survey on her. I told him that I looked at her yesterday but was deterred by the fact that it was the FIRST one ever built. Yes, the Experiment! He laughed and actually said this sailboat was in new condition and that since it was not sold till 2009 it was still under war-

ranty. Also, that it was for sure the "Catalina Show Boat" that had many upgrades and options installed.

He had to go finish up some survey items on her and invited me aboard. He then proceeded to show me the 12 batteries, (yes, I said twelve). Ten house AGM 6 volts, one starting battery and one starting battery for the genset. I didn't think much of it, but they put four (4) house batteries behind the couch on the port side, the other six were located under the galley floor. I remember reading that they started to put the batteries under the aft berth in later models.

Standing in the salon, facing forward, he opened the entry to the bilge compartment. The huge door opened to starboard. With the door open, all I could see were lines, wires and hoses running in typical Catalina fashion (use your imagination). I could almost see the nine (9) through hulls in just the bilge area. I looked up to see this water manifold with these little diamond shaped keys on each of them with red and blue lines appearing to have no certain destination. This was nothing unusual for a lot of Catalina boats I have seen. I looked up toward the aft corner of the entry area to see a large 50 amp circuit breaker, let's call this circuit breaker #1 just for kicks.

Next, he showed me the workshop/guest berth area to point out the unused washer/dryer and also the brand new Spectra water maker located under the top shelf/berth area that was plumbed to the main 126 gallon tank under the settee. On the far aft starboard wall I noticed another set of 30/50 amp breakers. While in the workshop area I glanced back to see even more storage for more stuff I didn't need. Then I peeked my head in this huge poorly lit basement (aka "the garage") to see this huge storage area loaded with gear and more 50 and 30 amp circuit breakers. We will call them #'s 3 and 4.

Now it was time for him to show me the readily accessible storage areas. In the galley area over the sink (with the low water flow faucet) hull #1 has a duel door opening cabinet. Under the floor in the galley were six (6) AGM 6 volt batteries and under the sink storage area is the 20 gallon hot water tank with complete access via a lift-out panel. As we moved aft I noted a small step just before you step into the aft head. The surveyor



Battery Sotwage under Port Couch



Double Doors above sink



Step down to Fwd V-Berth - Holds about a case of wine



Tool Storage. And WOW look at that Varnish on the wood!

removed the step to show me a great place for my small cabin tool kit that would be used daily. We then walked forward toward the Owners suite and stepped down and stopped, at this point he lifted that step to reveal even more accessible storage. Yes, that's right. That step has a huge area of storage available for about 20 bottles of wine.

To my left, there is a closet (not the one in the stateroom). He showed me how the exhaust for the Fisher Panda 8kw Genset is located in a mixing exhaust manifold in this closet. He explained how you can run your Genset any time you want in total silence to your neighbors. Huh, that's cool.

Then we went in the forward berth and saw this head with a shower and a crazy kind of glass accordion door on it. Hmm, looked more like a puzzle to me, but workable. He did point out how slow the sink drained in the forward head. Nothing unreasonable.

Back in the main salon, he pointed out the NAV station and the extra large LCD repeater



No Corian Seat in Shower



Battery, Gen, Windless and Elec Winch Switches

monitor for the Raymarine E120 NAV system, with removable controls and wireless remote control. I thought that sure would come in handy some day.

Under the NAV station boasted yet another 30/50 amp breaker (#5) and a host of other battery switches and controls. On Hull #1 the start panel for the Genset is located on the far right-hand side panel, in between the couch and NAV station. The array of battery switches are located under the NAV station.

Now it was time to look behind the circuit breaker panel of the CM 440. Well, let's just say I have seen more organization in a family style bowl of spaghetti at the Olive Garden, then what I saw there. Let's just close that panel for now.

Next up were the controls for the a/c and watermaker located behind the headrest of the couch closest to the NAV station.

While in the main salon, I noticed Hull #1 did not come with an insert for the extra sleep area in the main salon settee. Personally, I was pleased that it did not come with that

extra cushion, as that would have just taken up a lot more storage space. Instead, I thought of how a few large orange life vests down on the table and a queen size air mattress would fit perfectly.

WOW !!!

Hull #1 came with a Yanmar 4Jh3-TE Turbo charged diesel. I guess later models have a different engine. This has a red line of about 3200 RPM.

Well, to wrap this all up, I decided to make an offer on Hull number one. Within 2 days I owned her.

And as for that extra sleeping area in the main salon settee? This has become a favorite bed for my guests. I must tell you, it sure is comfortable!

After a month of renaming, outfitting and learning more about her, I sailed on south to Ensenada, Mexico.

That's when I met Lorell and Bill Alexander, aboard another C/M 440, Hull #50, the Bonnie Lass, and that's a whole other story.

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Catalina 42

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Elayne & Bob Curley
thecurleys@sbcglobal.net

Fleet 2 Long Island Sound

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ray@candlewoodmarketing.com

Fleet 3 Santa Monica Bay

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Fleet 4 New England

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jbbanks@att.net

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Wallace Cook
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captcook@juno.com

Fleet 7 Lake Erie, St. Clair, Huron

Looking to start a fleet

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Fleet 10 Biscayne Bay, FL

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Fleet 13 Southwest Florida

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Currently Vacant

Fleet 3, Long Island Sound

Currently Vacant

Fleet 4, Florida

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ANYONE INTERESTED IN FILLING ONE OF THE VACANT POSITIONS PLEASE CONTACT OUR COMMODORE

OFFICER MESSAGE

Time To Come About?

Frank Falcone, Commodore



Well, it's hard for me to wrap my head around this, but it's been a few years now that I've had the pleasure of serving as Commodore of our International C400 Association. Over these past few years our membership has remained fairly constant.

Given the economic climate during the same time frame this fact is somewhat notable. Our website has improved substantially. Our article contributions to *Mainsheet* are fairly consistent from issue to issue. Our dues/funds management has become streamlined and our gifts program has been successful. (By the way, I still have some C400 Ball Caps, Burgees and Tote Bags available for purchase. The cost for the set of them is \$70.00.)

We've changed some C400 Management Staff thanks to some new volunteers and I believe that the overall organization seems to be running fairly smoothly. All of this I feel is because of the outstanding work of our staff and the commitment and participation of Ms. LuAnn Smith-Lacy from Nanosec Services who significantly helps us manage our Association.

So, I'm wondering if it's time for me to "Come About", to tack and to set a new course into the wind, always into the wind.

I would look forward to continuing to contribute articles to *Mainsheet* and to continue to share information regarding our great C400 sailboats. But, perhaps, it's time for someone else to take over the helm here at our Association. I'm good with that and am ready to turn over the "watch" to another C400 colleague who might like to be Commodore for a while. Here are some initiatives that I think we could focus on in the future that I just haven't addressed yet:

- Establish a more complete "Ship's Store" where we all can purchase C400 items (clothing, coffee mugs, sailing gloves, etc. with our Association logo on them, maybe our boat names too) through the Association.
- Refocus, once again, on a group Boat Insurance Program whereby we may realize some \$\$ savings through a group purchasing plan.
- Initiate a regular section in our portion of *Mainsheet* where we can offer boating items for sale. Even if we want to sell our boats, we could list them for sale, with some detail, in this section.
- Offer a group program, at a reasonable discount, where we could purchase detailed, high quality models of our C400s for us to display in our homes or offices.

These are just some initiatives that could be started soon, perhaps by the next Commodore and/or some additional enthusiastic volunteers. Who knows, there are probably lots of other good ideas out there among our

members that should be considered as well, perhaps, by the next Commodore.

I'm a firm believer that changes in leadership and management (they're not the same) in any organization are essential from time to time and I'm thinking that that time has once again arrived for our Association. Therefore, if you're interested in standing the next watch as Commodore for our outstanding Association, please let me know via email at frank.falcone@villanova.edu or by telephone at 610- 519-7920. There is an election process established for this in the By Laws of the Association. These By Laws are available for your review on our website.

It's been great for me, thus far, and I've enjoyed every minute of my "tour of duty" as Commodore. I feel that it's time for me to offer the opportunity to you all for your consideration. I thank you all for the opportunity to serve and I look forward to your responses!

DESTINATIONS SPOTLIGHT

Baltimore While celebrating 200th anniversary of the War of 1812

By Martha and Dan Bliss • C400

There are hundreds of places to anchor and enjoy the scenery and fellowship of other boaters and Catalina owners... Read the story on page 15 of this issue!

Catalina 380/387/390

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Web Page

www.catalina380.org

Please send articles of general interest to Diane Revak by mail or e-mail. Pictures are welcome, in JPEG or GIF format, please.

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OFFICER MESSAGE

Dear Members,

Joe Revak, Commodore

The other day I had to stop at the Marina office to make my end of season arrangements to have the boat pulled and set for the winter. I am always saddened by this event. This year, however, there was a new charge. We have



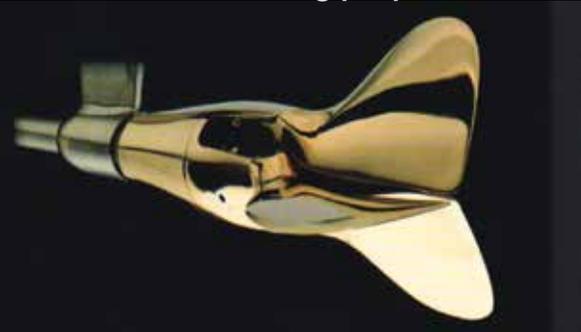
to have the boat power washed over a special pit and have the residue from this process collected by the Marina and taken to the Waste Treatment Depot for them to take care of. That added another \$120 dollars to the fee. Are there

any other states doing this? What does Waste Management do with it? I digress. I truly envy a number of you that don't have to do this, but I know there are some that have to do it sooner than me. This time of year always gives me pause to reflect on the past season. Of course as I write this I still have two months of sailing to look forward to.

Diane and I are grateful for how we were able to enjoy *Delos* this season and hope all of you have had a good season, too. Like most of you, it was not a trouble free season. We now sport a new refrigerator compressor, main air

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conditioner, knot meter and have had two new bilge pump floats. If I did this work myself I would send the articles to Tom, but alas technicians are my friends, technicians are my friends. . . If I say it enough I hope to believe it. Now our accommodations are comfortable, we won't eat spoiled food and/ or sink. Life is good! On the Ramses front, he still won't go down the cabin steps so the poor guy is limited to day sails with us. (Or is it us limited to day sails with him?)

This summer, we had the pleasure of taking our 15 year old Godson, Zach, with us for a cruise. Diane and I have always sailed alone before so adding an overnight guest was new for us. It turned out to be a very nice experience. Zach has been out with us for day sails before with his family and has shown quite an interest in sailing. This adventure was going to be just the three of us. The day before we left was "provisioning day". Zach understood this as he is a Boy Scout and "be prepared" is second nature to him. The "we have to scrub the boat before we go" took a little more convincing, but we got it done and *Delos* was spotless! The next part of "provisioning day" was a re-acclimation to safe boating and the rules of the road. Zack thought I was crazy when I brought out two pairs of gloves, with right hands painted green and the lefts red! After a few minutes he really got the knack of who was who and what was going on. I was suitably impressed. The next day we got an early start on the water. Zach was very good and soon had a good understanding for the rules of the road and boat handling. After dinner we all relaxed and finally turned in. The next morning we were up early and on the water. Zach was at the helm and the Bay was getting a little rough we could see the sky was getting darker and a storm was going to cross our path. We put on our SOSuspenders©, clipped in and took down the sails and headed to a port of refuge. Safety is always our first concern, but with a guest aboard it somehow heightens that awareness. Needless to say we found a nice place, eventually swam and had a nice dinner aboard. On our last day we had very favorable winds and Zach brought us all the way home. He particularly liked dodging crab pots. He thought it was like skiing down a slalom course. Oh yea, he didn't quite get the concept of washing the boat after we got back either.

I bring up the story of the storm and the need for being prepared because it has been a deadly season on the Chesapeake Bay for boaters. Over Labor Day a 29 foot sailboat got caught in a squall and two, of the six crew, were knocked overboard only one was recovered safely. Then just down the creek from our boat two swimmers from an anchored boat got into trouble and the third boater jumped in to save them and he was lost. The two original swimmers were okay. None of these boaters had lifejackets on! The United States Coast Guard has changed the name back to Lifejackets for a

FLEET ROSTER

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P.O. Box 4482
Walnut Creek, CA 94596
925-279-1190
E-Mail: kevinmurray@sbcglobal.net

Fleet 2, Long Island Sound

Captain: Jim Meador
288 Briarwood Lane
Middletown, CT 06457
860-347-7777
E-mail: jmeadore@snet.net

Fleet 3, Lake Lanier, Georgia

Currently inactive

Fleet 4, Chesapeake Bay

Captains Robin and Skip Wilkins
538 East Clement Street
Baltimore, MD 21230
443-904-5328
E-mail: Robsunnywin1@msn.com
Skwilkins8@msn.com

Fleet 5, Lake Erie

Looking for a new Fleet Captain
volunteer
<http://www.catalina380fleet5.org/>

Fleet 6, SE Florida

Looking for a new Fleet Captain
volunteer

Fleet News

Fleet One, San Francisco Bay: Fleet 1 San Francisco Bay:

Active, but no report at this time.
Fleet Captain Kevin Murray, kevinmurray@sbcglobal.net

Fleet 2, Long Island Sound:

Active, but no report at this time.
Fleet Captain Jim Meador, jmeadore@snet.net

Fleet 3 Lake Lanier, Georgia: Currently inactive.

Fleet 4 Chesapeake Bay:

Active, but no report at this time

Fleet 5 Lake Erie:

Looking for a volunteer Captain

Fleet 6 SE Florida:

Looking for a volunteer Captain

reason. Please use them appropriately. I would hate to lose any readership!

When I was stationed at the Naval Academy I was fortunate to treat military retirees. These patients' had great stories about World War II and the Korean War. From Flag officers to enlisted I was fascinated by their stories of real history. One fascinating guy was Captain Gerry Morton he was a pilot for Admiral Byrd and knew all of the Mercury Seven astronauts. He had a sailboat for hire in Annapolis, called the *Mustang*. The name is significant because he started as an enlisted man and made the officer ranks. He invited Diane's and my family for a cruise on the Bay. It was my first time on a sailboat. It was a day my family and I never forgot. To thank him I brought him a bottle of his favorite Brandy. He thanked me for it and said, "Take it down below, when the last lines are tied and the boat put away for the day then and only then will I open it." Those words were forged in my mind. Oh yea, his other line was, "Are you a Turtle?" Anyone familiar with what that phrase means?

Okay, that about covers our season so far. Diane and I hope you will have a great time with family and friends on the water. Enjoy and be safe and when all tied up enjoy your favorite libation.

This is a story I received from our member Craig Spear, *Free Spearit*, C380 # #273 -Joe

It was a dark
and stormy night,

Made it to
safe harbor

Then enjoyed
Dark and
Stormies!

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OFFICER MESSAGE

Catalina 38 Nationals Are Back!

Chuck Finn, Commodore

The racing history of the Catalina 38 is both long and remarkable. It is in part why this boat has retained its reputation as a classic racer/cruiser of note. I cannot count how many times folks have approached me to ask: "What boat is that?" and then to say "Oh Yes!, I know it now!" There are two, prestigious races that have documented this boats remarkable abilities over the years. The first is the Congressional Cup series which is often said to be on the ladder to America's Cup. These are "match races" sponsored by the Long Beach Yacht Club and have been held for almost 50 years. All the big racing names have participated including Conner and Turner of old as well as the current group



of Coutts, Baird and Barker. The Catalina 38 was selected in 1980 as the Congressional Cup boat and continued as the premier match racer until 1990.

The second race of note is the Catalina 38 Nationals. This race series began in 1979 and continued through 2009 (30 years). The Nationals were held in the Long Beach, CA area for years, but as newer boats began to cycle into the marinas.... with fewer Catalina 38s available, interest and turnout dwindled. But, Long Beach is not the only area where C38s established a fleet! There are at least a dozen boats in the San Francisco area with other groupings in the Washington, Michigan and Maryland. With the large grouping in San Francisco and the Americas Cup Series also located here in 2012-2013, it seemed a perfect time to resurrect the Nationals!

First a heartfelt thanks to the team who put this together! Kerry, Bob, Dave and Anders worked hard to organize and execute a very successful day! It began with a breakfast meeting in a private room at a nearby restaurant where we got to know each other and make final plans for the day. We decided to start a bit later, which is fine because the Bay winds are weak to nonexistent in the morning, building during the day. Kerry had laid out a challenging course that was tweaked a bit by the Captains to accommodate the "other race" (Americas Cup) going on that day.

The course began outside Sausalito, over to Alcatraz and one and a half times around, then up past Angel Island to beat up Raccoon Straights to a finish near that "other race". The course required boats to perform at about

every point of sail, with wind tactics being a key component for success. Anyone who has beat up Raccoon Straits in 25 kts. of wind knows how much fun that can be!

About the only thing Kerry wasn't able to throw in was some of the huge tidal flows that the Bay is also known for. (tides were slack water and beginning of flood. Zero to three kts.).

After our race, the "fleet" went to watch the other race, sometimes getting within almost hailing distance with the Cup boats. The last fleet race was amazing, with team Oracle pursuing two strategies... With Stillwell's boat just blowing by the competition. Wind tactics were just as important for the Cup racers as they were for us!

We then returned to the dock for the awards dinner and of course a chance to "inspect" each other's boats! It is truly amazing to see all the innovations our captains are making to our C38s as they are upgraded and modified to keep them current and competitive!

So, the Catalina 38 Nationals are alive and competitive! We are already planning next year's race again in conjunction with Americas Cup. Our plans are to move the race to other locations in 2014 such as Washington State and perhaps Maryland the year after. This should allow more boats to participate and ensure the continuation of this tradition for perhaps another 30 years!

Oh yes! The Winner:

Dave & Deanna McCarthy –

SV *Pretty Lady* #148

We will be awarding the

Trophy at a ceremony in

San Francisco in November.



Catalina 36/375

Catalina 36 International Association • www.c36ia.com

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OFFICER MESSAGE

Florida to New England in our C36

Duane Ising, Commodore

The saga continues

In the last issue, I wrote about the first two months of our planned seven-month cruise from southwest Florida to New England and back. That article highlighted some of the system failures we had experienced, most of which I attribute to age and usage. As I write this article on day 157, we are in South Carolina headed for home and it is a good time to report on some other aspects of the trip.



First, both the Admiral (Diane) and I feel very blessed to be able to make this grand journey. We each have had our days when things were not what we hoped for, but we both are enjoying the whole adventure greatly. It teaches you things about yourself and each other, and hopefully you like what you learn.

If you are lucky, you will get the opportunity to grow beyond your normal bounds and push your comfort zone out a little.

Many people have asked us what we might do differently if we had our current knowledge. The candid answer is that we would change only a little. We knew our time constraints would force us back into hot weather too soon, and we were right. It would probably have been a bit more comfortable to have left in May and returned in November, rather than April and October. We brought way too many clothes, especially cool weather gear. In their place, I should have brought more of my tools and spares (I actually have a spare windlass motor sitting at home, that I could have used).

I have also discovered that I can safely listen to audio books during much of each day's passage, so obtaining and/or downloading those in advance of the cruise would have saved a lot of hassle. Lastly, being the somewhat frugal sailor I am, I tried to stretch the life of the bottom paint too far. For some reason I erroneously thought that being underway every day or so would minimize the amount of growth, but starting the cruise with

23 month-old anti-fouling paint proved to be a false economy.

Regarding experience, Diane and I are not in the same league as most circumnavigators, or chronic long-term cruisers, but even starting with our first boat (yes, this Catalina 36) in 2004, we certainly have done more than many casual cruisers and we have been delighted and honored to share our knowledge with others along the way. We have even been told by quite a few folks that we are an inspiration to them to get out there and do something similar someday. If that is true, then we will be happy to have helped stoke that flame. You never know what life will bring you, so try to make your dreams happen while you can.

One of the greatest joys of the cruise was meeting people, and I am happy to say that we got the opportunity to meet with a number of Catalina 36/375 Association members along the way. They were all very generous with their time and hospitality and they know how much we appreciated it. Boats are not transportation; they engender a lifestyle, and others who share that life are usually worth getting to know.

I would not be surprised that many male Captains envy my situation, having a lovely

wife who loves to cruise. We can't always make another person share our personal dreams and goals, but we can certainly try to ensure that the cruises we go on are as comfortable and enjoyable as reasonably possible for the entire crew. I am very grateful to my wife for her love and support in life, and while we cruise.

I close with my enormous appreciation for our Association's officers who have been tirelessly performing their duties to keep things running smoothly. Every member owes them a hearty, "well done!"

Fleet News

Catalina Fleet 3, Chesapeake, had a busy summer with many raft ups. The weather was warm, but the winds were good for the most part. Sometimes we had too much wind! We had a wonderful land based event at the waterfront home of a couple of members. Some of us came by water and some came by land, bringing salads, desserts and appetizers. Our hosts grilled burgers and brats and had cold beer and wine! What more could we want? The threat of bad weather held off, but it was breezy and a good time was had by all.

We followed that event with a raft up on the Rhode River for the fireworks on Labor Day. Our at the time of writing this, our next raft up was planned for September 8th on Shaw Bay, originally intended to be for Shaw-A-Palooza, but rumor had it there would be no Eastport Oyster Boys in attendance. No matter, Toby and Linda Frey will supply the music and we will still enjoy the Eastport Oyster Boys on the stereo.

At the end of September on the last Saturday, we had an Oktoberfest raft up planned in the Rhode River with another Catalina group. The food at this event last year was phenomenal and this year promises to be even

better. The two sailing groups fund the beer and brats and everyone brings something. What a great event!

We planned to lead right into our fall Liar's Cruise, beginning on Sunday, September 30th and planned to spend a week exploring the Bay, returning to port in time to grab a Pit Beef at the Boat Show. Bill and I staffed the Catalina Owner's booth on Saturday of the Annapolis Boat Show. Fleet 3 hopes to finish the 2012 season with a Fall Meeting in November at a location still to be determined at the time of writing. —*Bill and Sally Jack*

Fleet 9 has enjoyed a wonderful summer sailing season on San Francisco Bay. At the end of July we made our annual cruise to South Beach Marina, next to ATT Park, in San Francisco for a Giants baseball game. We had our best turnout yet for this cruise with 8 boats sailing in on Saturday to enjoy an afternoon game. After the game we got together on the docks for happy hour, trying to forget about the home team loss that afternoon. On Sunday morning breakfast in town we all headed out for a nice sail on the central bay.

Labor Day weekend 6 boats made the trip up river to Petaluma. Two of us were able to get away early on Friday and sailed to Loch Lomand Yacht Club in San Rafael. We joined them for their Friday night dinner and had a good time getting to know them. This cuts the trip to Petaluma by 3 hours, so we were able to sleep in on Saturday morning while the 4 other boats caught up to us. As we made our way out the channel to the North Bay we contacted the other boats and were all within sight of each other. As we reached the entrance to the Petaluma River channel we played follow the leader up the channel. This is a narrow channel and as usual had a strong cross current. Until you reach the mainland entrance to the river you need to keep one eye

forward and one behind to make sure you have not drifted out of the channel with the current. Once into the river proper the water depth increases and we had a relaxing motor sail up to the Petaluma Turning Basin. We were able to stern tie the boats altogether, so established the Fleet 9 section of the dock for the weekend.

On Saturday night some cooked on the docks and others walked to one of the local restaurants. Sunday's local highlight was the town's parade honoring Petaluma's 3rd place finish in the Little League World Series. This was a big deal; it looked like most of the town came to the parade, with each team member riding in the back of a convertible classic car. Sunday evening a few of us we tried out a local restaurant for their happy hour and after



Fleet 9 Raft at Petaluma (CA)



Petaluma River Entrance



Fleet 9 Motoring Up Petaluma River



D Street Bridge, Entering Petaluma Turning Basin



Fleet 3 en route to raft up

looking at their menu made a reservation for the group and called the rest of the group to join us. We have a new favorite place, but really have never been disappointed with any of the restaurants within walking distance of the turning basin.

Monday morning's departure was intended to be done before the low tide, but it was not meant to be. We got our one wing keeled boat out, but after seeing less than 5.0 on the depth gauge we knew the rest of the group would not be going out for a few hours. We made the best of the situation and no one seemed to mind hanging out on the docks for most of the morning. We picked out some cut off pilings that were 1 ½ feet out of the water to use as our depth gauge, once they were awash we knew we had enough water to try getting the fin keels out. After we got out of the channel into the North Bay we found 12 to 15 knots of wind giving us the opportunity to get in some nice sailing. As we approached what is known as the "Slot," which is the wind funnel between Angel Island and Treasure Island, there was a solid bank of fog moving quickly from starboard to port. We have learned to not underestimate the wind velocity as you come out of the lee of Angel Island, so reefed the main and rolled up the jib. We saw 30 knots continuous on the beam for the 20 minute passage and were glad we had reduced sail. This was a workout getting across, but was a great way to end the weekend.

The first weekend in October we had planned to watch the Navy's Fleet Week activities from the shore this time. The parade of ships under the Golden Gate, the various air show performers, and the Blue Angels performing over the bay is always a thrill. The best part of the weekend was expected to be the second edition of the America's Cup World Series racing AC45's on San Francisco Bay. We were not sure how they were going to keep all this activity going at once, but we didn't want to miss it. The August editions of the races were great on TV, and we heard that the events and view from the shore were not to be missed.

Our last planned cruise of the year was in October to the Vallejo Yacht Club. This is about a 5 hour trip, mostly downwind to get there and a challenging upwind sail on the return home on Sunday. The club is very welcoming to us whenever we cruise in and allows us full use of their facilities.

Once this is published we will be staring to plan for the 2013 season. Staring out with the annual January cruise to Angel Island, we will be sailing to some of our favorite locations as well as looking for new destinations.

Come out and spend a weekend with us. We have a great group of people in the fleet dedicated to safe and fun sailing. Going together as a group we can learn from others and help each other to be safer on the water.

For the latest information on Fleet 9, check out our web site at www.catalina36fleet9.org. -Chuck Herman, Fleet 9 Captain

The summer started early for C36 Fleet 14 - Lowcountry, SC, and it was hot. However, late August brought some unexpected relief with what can be called pleasantly hot conditions. For Labor Day weekend, we joined the Charleston Yacht Club for a cruise to Dataw Island. Dataw is an interesting blend of retirement community and simple lowcountry life near Beaufort, SC. The views are very picturesque, part of which can be seen in the movie, Forrest Gump. If you haven't had Tony Ward's shrimp omelets for breakfast, you have not truly lived. Many of the islanders joined us for Saturday happy hour and dinner in the marina restaurant. On Sunday we grilled our own meat on the community grill for our party in the pavilion with our own guitarist and vocalist, Frank Hopkins, leading us in old favorites. It was obvious that we know a lot of songs by heart that we don't know by mouth. At the time of writing this we were planning a November cruise to Moise Island. Moise is a unique private island best described as a red-neck tropical retreat. A cistern provides water for cleanup. A huge fire in the pit is welcome during the November evenings.

For more info on Fleet 14 contact Hal at (864) 855-4928 or hal_smith@mindspring.com. Don't let the barnacles accumulate.

POSITIONAL AVAILABLE: The C36/375 International Association is seeking a replacement for our Board Member responsible for Fleet Relations and the online Ships Store. Please contact Ralph Johnson at Ralph@stillathrill.com for more information.

FEATURE SPOTLIGHT

Blue Grass Concert

By Stan Whisenhunt

Comedian Steve Martin is a wild and crazy guy. Even wilder and crazier are two Catalina owners from Ventura, California, who opted to take a 366 mile round-trip cruise to San Diego to enjoy a free Martin concert. Actually, it's only about 135 miles from Ventura to San Diego as the crow flies. But boats are not crows, so it was a longer trip for Don Lawson and me...

Read the story on page 4 of this issue!

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Catalina 350

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OFFICER MESSAGE

Four Seasons

Tim Ryan, Commodore

Here in the northeast, we experience the four seasons and as such, our sailing season must end. Some of you in the warmer regions



have the luxury of being able to sail year round. Owners in both situations have reason to be thankful. The cooler weather reminds us it is the time and season when we give thanks for the things that we have. I was constantly

reminded each time I boarded my C350 this summer what a great boat it is and how well it has stood up to the rigors of time. Thanks to Catalina for making such a great sailboat and for standing behind their product.

By way of illustration, I have a friend who bought a brand new boat from one of the other large boat manufacturers in the world. This manufacturer has plants in Europe and the USA. The A/C unit on the new boat began to malfunction immediately. Four months have gone by and the A/C problem is still not fixed. By contrast, I had an engine problem in year one of ownership of my C350 and I was able to speak directly to Frank Butler, The President of Catalina Yachts, who promptly directed the engine manufacturer to overnight the broken part to me. Thanks Catalina and God bless America. My friend is struggling with the problem and apparently, his boat company President is not as readily available, and as a result, the problem goes on unresolved. The dealer tries to fix the problem as best as they can. The boat manufacturer has not stepped up to the plate. The manufacturer of the A/C unit is claiming faulty installation. At any rate, an entire first summer season went by without a working A/C unit with no prospect of a clear fix even four months after the first failure. Be thankful you own a Catalina.

Once again, thanks to Catalina for making such a great sailboat and for standing behind their products.

I would also like to take this opportunity to thank each and every member for playing such a key role in the continuing success of our C350 IA. Your participation in the forums and in the email list and your submissions to Mainsheet are invaluable resources for all of us. Thanks also to all my fellow bridge members for all that you do. Thanks to all who help in any way at all, to help make this organization a success. Thanks to all and I hope you have a great offseason (if you have one), and if not, a great continued sailing season. But regardless of your sailing season, please take the time to be thankful for what you have.

Of Regattas, Cannons, Debby and Manly Sailing

By Dave Brown • *BAT 06* • Catalina 350 #246

(Editor's note – Most of us consider the Catalina 350 as a cruising boat, which it certainly is. So many of us were surprised and impressed when Dave reported that they had captured the trophy for the Summer Solstice Regatta! Turns out, while some short-sighted regattas only consider those who cross the finish line first, the Summer Solstice also includes “style points”. Our hero, Dave, has lots of style.)

I had an adventurous weekend at the end of June this summer on my Catalina 350—#246 *BAT 06*. After a week of camping in Georgia with my daughter, I got back home late on Thursday evening. I had been invited to sail in the Summer Solstice Regatta in Panama City FL, scheduled for that weekend. I live in Niceville FL, about 60 NM west of Panama City, and to make the scheduled start on Saturday, I knew I'd have to cast off early the next morning for the trip over. Checking the weather Thursday night, I saw that Tropical Storm Debby was stalled in the Gulf about 200 miles due south of Panama City. She was forecast to mull about for the next 24 hours, giving us some light/moderate winds out of the east, and then the storm would gradually move to the east. If the wind held to what the weatherman was promising, on Sunday we would have a glorious sail back via the Gulf with about 12-15 KTS at our back. I wasn't too thrilled about heading off for the weekend, but I was afraid that if I didn't, I would catch a lot of grief from Connie Conway about being a scurvy girlyman sailor by not taking my boat on any adventures. So, making the first of many rash decisions of the weekend, I decided I would go for it!

My daughter Kaitlyn wisely decided against accompanying me, but Tony “Muff” Mefford had unwisely agreed to help crew the boat for the weekend. Muff is a retired Air Force fighter pilot and was part of the crew taking *BAT 06* down the Keys this past winter, so he knew fully what he was getting into. We had another couple, “Salt” and Jennifer Smith who wanted to sail in the Regatta, but would drive over to Panama City and meet us there. After a brief victualing of the boat on Friday morning, consisting mostly of beer, brats and peanut butter, Muff and I cast off for high adventure at about 1100 from Ben's Lake Marina on Eglin AFB in Choctawhatchee Bay. The winds were light out of the east as forecast, so we decided against motoring in the Gulf and elected to take the

ICW route—east across Choctaw Bay, thru the “ditch” to West Bay, and then the ICW to Panama City—about 65 Nautical Miles. The trip over was somewhat uneventful and very relaxing, though we did make a sizable dent in our grog supply. With the winds we had, most of the crossing was under the “iron jenny” but we did have an opportunity to sail at least part way. We made good time and arrived in Panama City just after darkness set in. I didn't have a real plan as to where we would spend the night, and instead of anchoring we eventually found a slip at the Sun Harbor Marina. That was smart and worked out great as it was a just short walk to the “No Name Bar”, a famous Panama City sailor's landmark, where with all dispatch we retired to partake of stress relievers, plan our attack on the next day, and to try and convince any local young ladies to join us for the Regatta. At that last part we failed miserably.

Next morning, on Saturday, the weather was a bit blustery, but still nice. The weatherman told us that Debby was still way south and was not expected to move for the next 24-36 hours. We paid our bill at the marina office, and since they didn't have any Bloody Mary's we moved the boat to the St Andrews marina where we had made arrangements to meet the rest of our crew. The Regatta organizer, John “D-Day” Day came over to brief us on the route and particulars of the event. Of course, we immediately discarded the chart he gave us. Eventually, Salt and Jennifer arrived at the dock. Salt, an Air Force Flight Surgeon, had been on a boat once but this was Jennifer's first time. Neither had ever been on a sailboat before. Perfect! Due to Salt's advanced experience on boats, he would skipper during the Regatta. Muff and I would crew and Jennifer was regulated to Deck Wench status. As the start time neared, we began to get some rain showers move thru. Some were pretty heavy. Instead of sailing in the rain, we elected to remain at the dock and in fact, powered up the blender so as to treat the crew to Pina Colatas. D-Day came up on the radio and queried us as to where we were as the Regatta was about to start and they couldn't see us. I assured him that we were on our way and would be there shortly—then made another pitcher of Pina Colatas. Soon after, D-Day declared a 1 hour weather delay, and eventually we cast off enroute to the Regatta start line. We approached the fleet from the opposite direction of the first leg and completed a

180 degree turn to start the race. As we passed the fleet, we used BAT-06's brass, 10 gauge, black power signaling cannon to pay our compliments. The unexpected and deafening report was a cause for great consternation amongst the fleet and gave us an immediate psychological edge as the boats fought for position on the downwind run. To glory we sailed! The course was well laid out by D-Day and I began to think that maybe discarding the chart wasn't such a great idea. We toyed with the notion of deploying the spinnaker, but eventually decided it would be too much work so left it stowed. Salt did great as the Skipper, especially with Muff and myself constantly shouting instructions to him—usually conflicting instructions. Jennifer was promoted from Deck Wench to Grog Bunny. The Regatta went well and we used the cannon to salute the Regatta committee as we crossed the finish line. Again, the unexpected report caused great commotion on the committee boat. We secured the sails, and began to motor with the fleet to a secure anchorage in the bayou for the post-Regatta raft up. Approaching the raft-up, we planned to signal our respects to the other boats of the fleet. Unfortunately, the cannon, left momentarily unattended on the foredeck, went overboard in about 15-20 feet of water. My fault of course. We immediately marked the spot then Salt and I went overboard and made multiple dives to look for it. But the water was extremely dark and murky and with just masks and snorkels, we couldn't find it. Oh well! After joining the raft up and mustering for the awards ceremony, D-Day graciously presented the gallant company of BAT 06 with the trophy. Success to the brave! Eventually, we departed back to the marina. After BAT 06 was secured at the dock, liberty was granted for the crew, we met up with Muff's daughter who had come to join the cel-

ebration, and then we proceeded to explore the environs of Panama City to ...well, the term "party like drunken sailors" comes to mind.

After a restful but very short night on the boat, we woke to torrential rain and a strong blow from the east. I began to roust everybody out of their berths and then messed the crew with my famous "top-half-no-bitchen'-biscuits". They are so named as when I was first learning to cook on the boat's oven, I had a tendency to burn the bottom of the biscuits. My kids would gripe in the most un-nautical fashion and I would answer "They are not burned. Just eat the top half and quit complaining!" After the breakfast rations, Salt and Jennifer took their leave to drive back to Niceville. That left Muff and I to contemplate the weather and our trip back. The weatherman now said Debby was closer north, still stalled, and we could expect rain and an east wind of up to 20kts with an occasional gust to 25kts for the next 48 hours. Wonderful! I considered a weather abort and just staying there, and obviously going back via the Gulf was out of the question. But I figured that if we went thru the ICW, while we would get wet, we have a great sail with a good wind at our back. So at about 0900, and in a driving rain and a 'far blow, we let loose the lines and pointed towards home. At first, it was a great sail—glorious in fact. We had the main stowed and a heavily reefed foresail. But as usual, the weatherman lied to us and after the first 2 1/2 hours the wind shifted to N/NE and began to really freshen. It was a bit sporty and getting sportier by the time we made the "ditch" and got into calm water.

If you are not familiar with the ditch in NW Florida, it is a man-made cut for the ICW connecting Choctawhatchee Bay to the west to West Bay in the east. About 20 miles long, it

is generally very protected with banks in some places up to 50' high. The rain occasionally let up and we could see the tops of the trees on the banks bending in the strong wind. But it was nice and calm for us. Knowing that we were going to get hammered once we got out into open water again, I made us a hot lunch, we took turns off watch and in general got the boat and ourselves ready for some heavy weather. As we got to the western end, we could see the water begin to churn up ahead as the wind got a hold of it in the bay. We secured the sail with the intent of letting out small amounts as the wind allowed—reefing in reverse. By the time we got to Choctawhatchee Bay, the wind had shifted to pretty much out of the north and seemed to have calmed down a bit. So we let out some sail and took off like a rocket. For a while the winds calmed even further, so we eventually let the whole foresail out making a steady 8+kts. Because it was a north wind across the shorter axis of the bay, the water didn't have time to crank up. So while the wind was up, we only had 2', maybe 3' breaking swells. Compared to the weather we had when I crossed the Gulf about two years ago with Connie and Wally in *Arkeo*, those conditions would have been considered calm!

However, it didn't last! As the afternoon progressed, the wind, still out of the north, began to pick up again. I am a firm believer in the old adage that if you are THINKING of reefing, you are 30 minutes too late. As the heavy rain started up again we started to reef back in. Very soon, we had most of the sail reefed in to the point it was essentially just a fore staysail. The boat handled it just fine—extremely well as a matter of fact. The Catalina 350 is a solid boat! We were all slickered up with safety harnesses on, heading west, on a broad reach, had continuous water



The crew of the winning Catalina 350, left-to-right, John Day, Jennifer Smith, Dave Brown, Salt Smith, and Tony Mefford



Dave Brown and Tony Mefford back safely in the slip. Note the rain and safety gear.

I am a firm believer in the old adage that if you are THINKING of reefing, you are 30 minutes too late.

blowing across the deck, the main secured, the foresail reefed most of the way in, and were still making 5-6 kts with the wind and rain howling thru mostly bare wires. I later learned that the Coast Guard in Destin was calling it a steady 30-34kts with sustained gusts of 40+ knots. Several hours into it, I made a comment to Muff that it was very manly sailing! He responded that "Yeah it is manly, but only because no woman is stupid enough to be out here in this stuff". After a record run transiting Choctawhatchee Bay, we hove into Ben's Lake. Had anybody been there to see us, we would have looked fabulous coming into the bayou and marina in a driving rain while under sail. But lucky for me, nobody was watching. I had to abort the first attempt into my slip due to wind gusts, the second attempt due to buffoonery, but we got in the third time making it look easy. A few minutes after we had secured the boat in the slip, Dan "Dead-Stick" Roper showed up with some cold grog that was much appreciated. He had been following our progress during the storm and

couldn't believe we had made it back home, or even attempted it at all. So we told him all our stories and we eventually headed home to wait out the rest of a rainy week due to Debby, the tawdry tart she was. Well, actually, Muff went home and I was shanghaied by Deadstick to go to his house which turned into an ugly evening. But that's not the end of the story!

I had an out of town business trip to make the next week. But when I got back home, I coerced my daughter into driving back to Panama City with me towing our little jet boat and hauling scuba tanks. We launched the boat in Pearl Bayou and made for the same bayou where I had lost my cannon. Setting up an underwater search pattern I spent about 40 minutes looking where the cannon wasn't. The water was still very murky with only about 2-3' visibility on the bottom. Then on a second tank of air, I finally looked where the cannon was. It had been on the bottom for almost a week. I recovered it, scrapped off some of the larger barnacles, cleaned it up and



Dave and the infamous cannon. Both Dave and the cannon no worse for wear.

now it fires just fine again. Much to the chagrin of unawares landlubbers! Lessons? Get yourself a stout boat (A Catalina 350 will fit that bill); always be prepared for unexpected situations; never turn your back on a lady, a companionway ladder or a cannon; and never, ever trust the weatherman!

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Catalina 34/355

Catalina 34 International Association • www.c34.org

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Deadline for next issue of Mainsheet is December 1, 2012. Send your articles and news to Jack Hutteball. Send technical questions and input to John Nixon.

Members may also submit material to the C34 Website, www.c34.org, for posting on the Message Board. See categories and information on the Website.

OFFICER MESSAGE

Anchoring Misadventures

Jack Hutteball, Association Editor

Around our home waters here in the Pacific Northwest, we are no strangers to strong currents and shifting winds in our anchorages. The water can sometimes be very deep, requiring a significant amount of scope for a secure anchorage. This can result in a lot of loose anchor line when the tide drops 10 feet and the current changes direction. The following story by Ken Juul relates an instance where problems arose during wind and current changes. This may present more of a potential hazard for those of you with wing keels than the rest of us with deep fins. It is certainly something to keep in mind as you set your anchor.



Anchor Line Wrap

I have read about this quite often but had my first experience recently on an extended cruise. We had anchored off a friend's house, fairly protected from the winds, but with a north/south tidal current running approxi-

mately 1-2 knots at maximum flow. During the first couple of tide changes, we were fine because the wind was strong enough to keep the anchor line taut. About noon on the second day, the wind was shifting from an onshore easterly to a front driven SW flow. It happened to be calm during the slack water between tide changes. As we were coming back from brunch in the dink, I could tell something was amiss. The boat was sitting sideways to the current, with the anchor line taut, tending aft tight against the hull.

I put on the mask and flippers and plunged in the water to take a look. Thankfully, the line was just wrapped around the shoal draft keel. Attempting to motor off the line in a couple different ways resulted in little success. Canceling our afternoon sail with our friends and waiting till slack tide to get the line free may have solved the problem, but I didn't want to do that.

What I ended up doing was pulling all the rode out of the anchor locker, back feeding it through the anchor roller bale and tying on an inflatable bumper to the end of the rode. I released the anchor line from the cleat and watched the anchor line and bumper disappear over the bow. As the current pushed the boat away

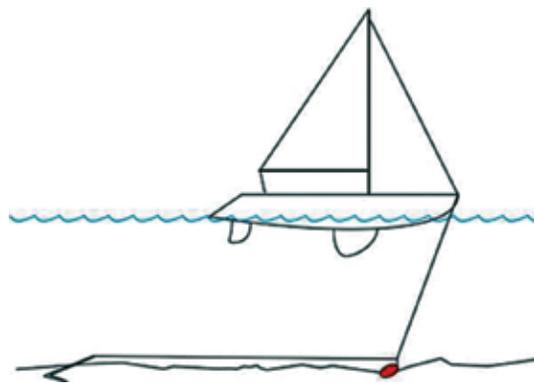
from the anchor, I watched for the float to pop up on the opposite side of the boat. It took a long, long minute, but it finally popped up about 5' off the port bow. We got the boat stabilized, let the float settle out in the current, then approached it like a mooring float.

For close quarters maneuvering, we use "Marriage Savers" -- head mounted walkie talkies (www.cruisingsolutions.com) -- to ensure both of us know what is going on. They were extremely helpful in this instance. After grabbing the float and anchor line, the Admiral simply shifted the boat in and out of forward to keep tension off the anchor line without leaving enough slack to cause another wrap. After removing the float, I rethreaded the anchor line and recovered the excess rode. We had a great late afternoon/sunset sail and reset the hook for a good night's sleep.

A couple of notes: I had entered the coordinates of the original anchorage in the chart plotter. If the float didn't reappear, I had a position to dive to recover the anchor. Most of our rode is nylon; the float idea would not work with all chain and would probably scratch the side of the boat badly. Had we lost the anchor, we do carry a backup, and there was a marina about an hour away should we not feel comfortable with the backup. If the line had wrapped around the prop or rudder, our only choice would have been to abandon the anchor or wait till slack tide to try and unwind it.

In retrospect, I exacerbated the situation by using too much rode. Because of the strong current, I felt I needed more scope, setting out about 12:1. During slack tide, there was simply too much available anchor line floating around the keel of the boat. To eliminate the chance of this happening in the future, I have added a sentinel or kellet to my "need to purchase" list.

A sentinel is a small, approximately 10# mushroom anchor, which is clipped to the anchor line with a carabiner and suspended from the bow so it just touches the bottom. The sentinel keeps the excess rode on the bottom during tide changes, preventing anchor wraps. The mushroom anchor can also be used as a dinghy anchor. --Ken Juul, Luna Loca # 1090



Anchor sentinel in use

OFFICER MESSAGE

What to wear— cold weather

Lance Jones, Vice Commodore

With the summer temps gone and cold weather looming on the horizon, what do you do to keep warm and extend your sailing season? As a companion article to *Mainsheets'* last issue, where I wrote about warm weather



clothing, this one will deal with cold weather protection. There are only two things to remember when dressing for cold weather on the water – or anywhere for that matter, (1) Layer, Layer and more Layers, (2) Cotton kills!

Layering is key. You want to create a micro-climate that will allow you to not only survive and function in cold weather, but to actually be comfortable. Your layering SYSTEM should consist of three basic layers that can be added to for additional warmth. Those layers are: Base Layer, Mid Layer and Outer Layer.

Base Layer: This is critical for your survival and comfort. The primary purpose of the base layer is to transport moisture away from the skin, while its secondary purpose is the retention of body heat. At this point, I'd like to explain WHY cotton kills. Cotton will retain up to 25% of its own weight in water. Imagine having a moist shirt against you when it is cold. That would not only make you uncomfortable, it will accelerate the onset of hypothermia.

Mid Layer: The mid layer can be one or more pieces. The mid layer's primary purpose is that of body heat retention while continuing to move moisture away from the body. There are a wide variety of fleeces that serve this purpose well. Make sure they are breathable and will aid in the transport of moisture away from the body. The colder the weather, the more layers of mid layer you should use. You can either have a very thick fleece such as Gills' Polar Fleece, or a series of lightweight fleeces.

Outer Layer: The primary function of the outer layer is to provide a wind proof shell to keep the cold air from blowing away and/or comingling with the retained body heat. Depending on the weather, this can be a breathable waterproof fabric, or just a wind-proof outer shell.

By following these suggestions, your sailing season can be extended to year round, and you can maintain a level of comfort you may not have ever experienced. Of course, proper head gear, gloves and boots are required. Enjoy yourself!

OFFICER MESSAGE

Secretary's Report

Stu Jackson, Secretary

C34IA Membership dropped seven to 612, still up from the 600 last November. This 619 includes 41 C355s up from 20 in May 2012, so the C34 membership continues to decline somewhat. C355 membership has grown from the original 20 over the course of the past year, although renewals still have not



been as forthcoming as the new boat memberships.

Maintenance (continued) – Our last report discussed the important “Critical Upgrades” topic, which is a ‘sticky’ on the Message Board. We did a lot of boat maintenance this year, sometimes the “once every five to ten years variety” like the exhaust hose replacement and the Oberdorfer pump rebuild. Both of those have been written up over the years by Ron Hill, which helped immeasurably, and we documented them with more pictures on the Message Board.

My son, Morgan, and I did sail out the Golden Gate in our goal to reach the Farallon Islands, 25 miles out. We got part way there, but returned due to high winds and waves. It sure is different “out there” than inside The Bay, where even strong winds don't make the steep waves found in ocean sailing. The Island trip is still on our “agenda.” We're also participating in the yearly San Francisco Cup races in late September. Not to be confused with the America's Cup, which has been great right here in San Francisco.

Hope you've had an enjoyable season and have plans for the winter projects and next season.

Fleet News

Fleet 1: Racing • The summer series ended in early September. During the series, it was a very pleasant time to be on the water and do a little racing – winds to 20 knots, temperatures in the high 60's, accompanied by the sound from the Giants/Dodgers games drifting over the race course.

The racing continued to be competitive with four boats gaining a first place finish - (*Mottley 2, Queimada 2, Jet Lag 1, Crew's Nest 1*). Seven of the ten boats in the series finished at least in the top 3 places in one or more races. In one race, four boats finished within 35 seconds after sailing more than 8 miles.

The series standings – *Mottley - 8, Queimada - 10, Crew's Nest - 16, All Hail - 23, Casino - 23, Sea Spirit - 28, Amandla - 31, Jet Lag - 34, Music - 37, Rollover - 55.*

We congratulate *Mottley* on their success in the Series and a return to their fine form in 2012.

Complete details can be seen at: www.jibeset.net/IC000.php?RG=T005138620

Cruising • In late summer we returned to Sausalito. Six boats came form all points in the Bay to spend a very enjoyable weekend there. Those who came on Friday enjoyed dinner at Le Garage Restaurant – well worth a visit if you are in the area – followed by an evening of Jazz at the No Name bar in downtown Sausalito. On Saturday, it was margaritas and dinner at Saylor's Restaurant, followed by a “Kodak Moment Cruise” to see the Golden Gate Bridge all lit up – thanks to Rick of “Painkiller”.

2012 Rendezvous • A HUGE thanks to Bill and Nora of *Casino* for making the Catalina Rendezvous an outstanding success again in 2012. As in previous years, C34 Fleet 1 was the best-represented fleet with 12 boats making the trip to sunny (and yes, windy) Marina Bay to enjoy the weekend.

Friday night dinner was at a local restaurant, and it was great to see their faces when, at 6:00 PM, we asked for “a reservation for 26 at 7:00 please.”

Saturday was spent visiting with those from other fleets whom we only see at the Rendezvous, having our boats inspected by the USCG, playing spirited games of “Who Am I”, Bocce ball, “pitch and putt”, and the traditional grape spitting contest.



Annual Bocce Ball Tournament



Scot and Christine - Seascript



Christmas in July, Bruce Leonard

Saturday evening's BBQ was followed by the awards ceremony. Fleet 1 C34s were the most winning fleet.

Bruce and Gary (*Brugar*) won the Grand Prize – a week at Frank Butler's Condo in Mexico. They also won the Christmas in July costume contests – these two guys had a great evening. Scott of *Seascript* won for the best male costume.

On Sunday morning there was a well-attended seminar on Cruising the Mexican coast, from San Diego South. –*Ray Irvine*, Crew's Nest #1383

We had seventeen members from **Fleet 12** attending the Dundalk Power Squadron Crab Feast on the 18th & 19th of August in Rock Hall, Maryland. We were able to enjoy a great feast of cracked crabs before the rains came. There was a wonderful band playing, and everyone stayed to listen to the music until 7PM.

Bill and Kathleen Nuttall invited everyone back to *Irish Lady* #1244 for end of evening libations. In spite of the downpour of rain, most showed up at the boat where snacks, wine, and Irish coffee were served.



Fleet 12 enjoys a great crab feast

After breakfast on Sunday, it was great sailing, except for the dark threatening clouds that followed everyone home. –*Ron Hill*, Apache #788

Summer is almost over for **Fleet 13**, and the white shoes and pants have to be put away until after Easter. (This is tradition in the deep south.) But exposing our white sails to the sun will allow us the best sailing of the year in September, October, and November on Lake Lanier. Our fleet looks forward to the plans we have for those months — always a busy time.

We are still basking in the fun we had the last weekend in August on our annual wine tour of North Georgia, again organized by Andy and Angelia Wilson. Eighteen of us enjoyed the Tomato Festival and wine-tasting at Crane's Creek Winery; our overnight at the beautiful resort at Brasstown Bald, a state park; and the Sharp Mountain Winery in Jasper. USA Today recently had a long article about the up-and-coming, award-winning wineries in our state. We happily endorse their research!

On a sadder note, our lake is down exactly nine feet from full pool today, September 7, 2012. We did not benefit from the potential of rain — or even flooding - from Isaac. We watch as the Corps continues to release water, even as the lack of rain and high temperatures dry up more and more of our playground.

However, we can still sail and have very deep water in the channels. This will allow us to make wonderful memories during our next event, our Fall Flotilla. This one promises not only to be fun, but also to be educational. Secrets abound about the plan, so I will write extensively about it in the next edition. For now, I can say that we will meet in one of our favorite coves, raft up, and be ferried over to the lakeside home of our members, Sam and Barb Mitchell, for dinner. After that, we return to our boats and sail all day Saturday. That night, the other organizers, Bruce and Kathy Whyte, have a few surprises for us as we enjoy dinner. Sunday will find us at Lake Lanier Islands' courtesy dock for brunch.

We continually enjoy our boats and our relationships, fostered during good times on the water and on land. Is there anything better? Sailors just make the best friends! –*Dorothy Toney*, *Scarlet's Way* #1614



Fleet 13 enjoying the wine tour

FLEET ROSTER

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Fleet 4, Stockton Lake Missouri

Open - Any Volunteers?

Fleet 5, Greater Puget Sound

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Anyone interested in joining a C34IA Fleet, contact your nearest Fleet Captain listed above. Anyone not near an existing Fleet, interested in forming a Fleet or reviving a dormant Fleet, contact Vice Commodore Lance Jones, PO Box 1296, Flowery Branch, GA 30542, 770 330-4010 (cell), lance1959@gmail.com

Catalina 320

Catalina 320 International Association • www.catalina320.com

Would you like to submit an article for publication in this section of Catalina Mainsheet? Contact your C320 Association Editor. DEADLINE DATES: March 1st, June 1st, September 1st and December 1st.

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Annual Dues \$24
Membership Renewal
on page 56.

OFFICER MESSAGE

All Hands On Deck!

Sean Kaldor, Commodore

While our friends in the Southern Hemisphere prepare for another sailing season, those of us in the North are winding things down unless you are fortunate to live in those precious regions that sail year-round.

The shorter days, and longer nights, are a great chance to spend more time on home-based boat projects, tweaking electronics, re-finishing hatch boards and such. Being a sailor is a year-round sport, even if sailing is not.

This is also a great time to think about how you've used the International Association over the past year. Borrowing from the toolbox, accessing articles on the site, reaching out on the discussion group, and using the BoatUS discount are just a few of the ways that the Association helps hundreds of members every month.

Being an Association officer is a great way to help facilitate all of this support, to communicate with new and existing members around the world, to get prospects in contact with owners, to coordinate events, to help resolve problems... the list goes on. All of that work is being done by a relatively few folks and, well, we need your help.

Each year, at the end of the year, we hold elections for various officer positions. All of

these positions are up for election, or re-election, on an annual basis. Many of our officers have been at their jobs for years, and would hand over the reins if another member was interested in the opportunity. Other officers have been completely overwhelmed with the work, and so we've created an extra position for the right person. And our Vice Commodore seat is currently vacant.

I'd like to encourage any and all interested members to consider the vacancies, and contact me (spkaldor@yahoo.com) if you think you might be a fit. Here are our key needs...

Vice Commodore

The Vice Commodore role is responsible for coordinating our annual regatta(s) when we have them. Recently, we have moved toward attending the all-Catalina events, finding that there is greater value to not just hanging out with other C320 skippers, but also visiting with all manner of Catalina owners. The Vice Commodore also coordinates the annual meeting, and is responsible for maintaining the Association Bylaws, initiating all changes, amendments, revisions and balloting concerning those changes.

Without a Vice Commodore, we've been challenged when it comes to coordinating meetings and events, and the documentation duties have fallen upon other Association officers. The good news is that we just completed a major revision to our documentation, so we are really looking for a Vice Commodore who can focus on the regatta and annual meeting events. You get to be partier-in-Chief and you

FLEET ROSTER

Fleet 1, San Francisco Bay; Fleet 2, Wisconsin; Fleet 3, Northern Chesapeake
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Fleet 4, Long Island Sound
Reforming:

Contact Rick Evans
(516) 767-3922
ericstillwellevans@gmail.com

Fleet 9, Southern Lake Michigan

New Fleet is Forming
Contact Bob Sloat
(847) 767-4507
resloat@comcast.net

Fleet 5, Seattle; Fleet 6, Northern Gulf of Mexico; Fleet 7, Austin, TX
Any interest?

Fly the Burgee

Association burgees are available for \$22 (includes U.S. postage) or \$24 if using PayPal. Ordering details (including International rates and volume discounts) are on the website (www.catalina320.com) or enclose an extra \$22 when you renew and we will make assure we get one out to you.



get to fly a really neat VC burgee from your spreaders!

Webmasters

Several years ago, we implemented a webmaster. With the growth of the website and the discussion list, the responsibilities for this role have been significantly expanded. Recognizing that, we grew the function to allow for multiple webmasters. Alas, we have but one. Jeff Hare is doing a great job, but as anyone proficient in web development knows, it is tough to fly solo while both maintaining the site and developing new features.

If you have any level of web development skills, your contributions to the association could be invaluable. There are numerous pieces of the operation that could use your assistance, and we can give you the guidance you need to get you up and running. On the other hand, if you are an old pro, we have lots of great ideas in mind and could use an extra set of hands on the oar to get them through to implementation.

Commodore, Artist, Author, Candlestick Maker

One great thing I enjoy about working with this Association's officers is that they are all open to new ideas, creative input, and spe-

cial contributions. So beyond official officer positions, if there is a special way that you believe you could help the membership, we'd love to hear from you.

If you enjoy writing, and have unique information or insights about the C320, our members would certainly appreciate learning what you know. The site is very open to custom articles, "how-to" documentation, tips and tricks, travel dialogs, and all manner of content.

If you are good with coordinating details and contacts, we could use assistance with daily member interactions – tracking down renewals, updating accounts, updating the hull roster, and such.

And if you are looking for a special opportunity and are truly in love with the C320 and everything it offers, the position of Commodore opens up again at the end of this year. I've definitely appreciated the chance I've had to serve in this role. But the Association also benefits from a continual influx of fresh ideas and new leadership. If you are interested in the special chance to help shape the direction of the Association and get involved with every aspect of the organization, this opportunity exists as well.

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Join or Renew form on page 56.

OFFICER MESSAGE

Looking Back

Bob James, Association Editor

Well, we are into winter in the Midwest and the boats are on the hard. We are more than a little bit jealous of our members in warmer climes, however, we can take some solace in the fact that our bottoms are clean and theirs might be growing weird stuff to be removed at a later date.

The 2012 sailing season was hot, stormy and over too quickly for *Winter Dream'n* and the Admiral and Captain. We launch in early



May each year and spend the next several weeks loading stuff on the boat and looking for a relatively calm day to put up the sails. By the time we are ready to sail it is time to head north to launch the C22 at our cottage on Washington Island, WI. Back to Lake Erie and we get in some nice June sailing before the heat builds in July and August. And, boy did it build this year. More than any of our 12 years with *Winter Dream'n* I wish I would have ordered AC.

The hot weather also encourages storms and this year was no exception. Our marina (Catawba Moorings) recorded winds of 70 kts during one short lived blow and another storm producing significant hail. The hail damaged more parked automobiles than boats but we were not as lucky as the hail trashed our wind vane and wind sensor on the top of the mast. I don't "do" masts so the Raymarine rep retrieved the sensor and it being repaired as I write this.

One thing I wanted to do this year was to anchor overnight more and we accomplished that. We love to get to an anchorage in late afternoon or early evening, pull the grill out and have a relaxing dinner and drinks while watching the sun set. Our only problem this summer was

grilling up a rack of ribs with lots of great tasting BBQ sauce. Tasted great and required that the grill go home with us for a laborious cleaning. Good ribs but not that good.

We are looking forward to the 2013 season and I will have my "to-do" list prepared as I write a note for the spring issue of *Mainsheet*. I would love to hear about your sailing year, the great locations you visited (like Bill Lewis's week at Catalina Island in this issue) and your musings about your life on your Catalina 310 "the jewel of the Catalina line".

Burgees in Paradise

A quarterly feature of the 310 IA section of *Mainsheet* will feature our association burgee on your boats in all those "great locations" where you dock, visit or happen to be "stuck-in". Please send me a digital picture of your boat with burgee flying along with your boat name, sail/hull number and a short description of where the picture was taken. Don't have a 310 IA burgee? Order one from our association website and join the fun.

The attached picture comes from Manuel & Maryellen Farinas of *IEMAYA* at the Caladesi Island State Park marina in Caladesi Island, Florida. This state park is on a barrier island near Clearwater, Florida, and has been named "one of the best beaches" in the U.S. two years running.



DESTINATIONS SPOTLIGHT

24 Miles to Catalina Island, CA

Bill Lewis, 310 Technical Editor, *Allez-y!*, Hull # 73 • Read the story on page 10!

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Third Time's a Charm

By Ron Rabine

This is the story of my journey to sail the 2012 National Championship Regatta on Lake St. Clair, Michigan. Catalina 30 owners are a great group, but I didn't need to tell you that. This is a story of two such owners and their unlikely melding to a greater end and friendship. Let's meet the players. My name is Ron Rabine owner of *Male Box* 1980 hull #2004 a very active racer and winner of the

2003 Detroit and 2008 Port Huron National Championship Regatta spinnaker class.

This tale starts in the fall of 2010, *Male Box* was hauled for the winter as I do every 3 years to do the bottom. Yes she is a Michigan boat but I like to bubble and sail all winter. Whenever the river ice thins to around an inch allowing access to a ribbon of open water in the bay we can sail past the ice fisherman



Left to right: CRCA Com. Roy Schoenherr, Ron Rabine, Grant Trigger, Michelle Krembel, Tary Rabine, Jeff Jones, Howard Iwrey, Kevin Flood, IC30A Com. Rick Caselli

and wonder who is crazier fishing near open water or sailing near ice but that is a story for another time.

Fortune took hold and an extended USVI trip and some major regattas on other boats called for a tough decision to keep her dry the 2011 summer a first in 17 years. Fate then took hold and back problems, surgery and more surgery through the New Year and spring knocked me off my feet. I'm fine (ish) now thank you, however my local Catalina 30 fleet 31 of the Clinton River Catalina Association (CRCA) and my home port North Star Sail Club (NSSC) planned to host the 2012 National Championship Regatta (NCR).

Spring came and every day I worked on the boat knocked me out for a week until it was obvious I was not going to launch in time to defend my NCR title. Hey I know! Skipper a local boat like an out of town rock star.

Enter a godsend in the form of Howard Iwrey and Grant Trigger owners of *Mighty Ruach II* hull #3590 a never raced roller furling cruiser and fellow NSSC members. Sure I had seen them and their ladies around the club but you know the old story racers/cruisers, vinegar/water same thing they don't mix, right? Wandering up to their dock and striking up small talk I discovered they were actually planning to support the NCR in the Cruising Class (I told you great C30 people) and asked if I could help. Well..... how about my crazy idea instead?

To my surprise they swallowed my plan with gusto literally giving me the keys to the temple. So with 5 weeks how do I get *Mighty Ruach II*, my normal crew and them up to speed? We started with a test drive as rigged on our Wednesday night scramble start fun sail they were using as a learning night. First time we finished a close second of 40 boats showing me she had the basic speed to do the job. Sweet.

So far so good but their deck layout with low exit halyards led aft, standard main sheet and no spinnaker gear led to the major decision to step my rig in place of theirs on week three. In a true testament to one-design boats it swapped easily. By week 2 half my crew, wife Tary at mid-deck and main trimmer / tactics Jeff Jones with wife Michelle Krembel at mast (the reason I went to the USVI) had sailed once or twice and helped Grant and Howard learn better jib handling and the basics of kite work.

Boy we are getting close, time to de-pig the boat. Lets see there's the second 40lb anchor in the port lazaret, two milk crates of oils and waxes in the stern, twenty pounds of dock lines to starboard, forty pounds of screws, clamps, un-mounted hardware and such in the nav station and seat backs great. Now don't get me wrong I like a little momentum in my C30 but prefer usable stuff like my blender, cocktails and workable comfort items or food. In fact it wasn't until the light air day

2 of the NCR that my foredeck crew Kevin Flood got me to pump out 20 gallons of water (now he is a true weightphobe). All this time Howard & Grant took good-natured ribbing and let it roll off their shoulders. In fact they were getting quite cheeky for a couple high power attorneys. Finally to get her to speed was a quick haul for a bottom wash and to swap my folding prop for the fixed 2 blade.

Friday NCR day 1 had a solid 15 knot wind as we were all together for the first time on *Mighty Ruach II*. Nervous tension filled the air as we sailed upwind pre start tripping around each other in the cockpit to get to the high side. Three practice gybe's and it was go time. Now the first leg of a regatta is kinda like a first date you're never sure how it's gonna go. In this case it went well with 2 first places.

Day 2 had a three hour wind delay as PRO Paul Krutty patiently waited and was rewarded with a 6 to 10 knot lake breeze to get 2 more races off. The first gave us a test as a poorly timed start on my part put us in

a position to have to pass everyone. And we did the final one with a well executed gybe and leeward mark rounding on our toughest competitor *Lady Godiva*. The final day was a bit anticlimactic, with the regatta sewn up we were looking forward to a stress free victory race. However the wind never did fill in and it was time to party.

Event organizer and IC30A vice Commodore Jack Gray had a heck of a job pulling off this NCR event in tough economic times. I wish more boats would have come play and I encourage you all to make every effort to make the next one, even if you need to rock star on another boat. Heck it may even be the boat you walk past every day.

As we motored in I got a bit misty eyed as we had defended my title with my wife and three great friends who were there for all of them. But even more so as I had formed a deep friendship with a couple great guys. Heck maybe someday I might even make a club cruise with them. AND the *Mighty Ruach II* has won her first flag and it's a doozy.

2012 NCR Recap

On August 17/18/19 C30 Fleet #31 hosted the IC30A National Championship Regatta at the North Star Sailing Club on the Clinton River, Harrison Township (Detroit), MI. Ten skippers and crews competed for three days of racing on beautiful Lake St. Clair. In addition to a Spinnaker class, a tall rig JAM class and a std rig Cruising class were started. Friday was a gorgeous day with two races run in 15+ knot winds, just the thing for C30s. Unfortunately the winds did not hold for the weekend. Saturday was windless until about 2pm when a slight breeze enabled starts for two very slow races. Sunday was more of the same nothingness and races were abandoned by 2pm so the awards ceremony could go on time.

Socializing included pizza, snacks and drinks on Fri evening, coffee and donuts each morning with the skippers meetings, a Sat evening catered meal and disc jockey, and Sun awards with a pork BBQ picnic outside. Did I say the weather was gorgeous the whole weekend!

The NCR for 2013 has not been announced, but the guys from Galveston Bay are interested (hint). I hope to see more C30 skippers out next year!

2012 NCR winners:



Spinnaker Class MIGHTY RUACH II, Ron Rabine



JAM Class WIndependence, John Pecha



Cruising Class Otsi-keta II, Dan Cavanaugh

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Live aboard Top Five

1. Being rocked gently to sleep by 45 mph gusts. You know the drill, you tuck in for a nice evening. You get up to check the anchor. You get back in bed. You get up to pull down the bimini that is flapping. You get back in bed. You get up to secure the refrigerator. You get back in bed. You get up to check the anchor. You get back in bed. You get up to turn off the anchor light because it is daylight. You get back in bed... I became so used to the rocking of the waves that the first time I slept on land after living on the boat for four months I fell out of bed in the middle of the night, for no apparent reason.

2. Wearing flip-flops every time I wanted to take a shower. There are some bathroom items that one does not do aboard if one continues to wish to live2 onboard for any length of time. I can leave some to your imagination. But unknown to most, showering is also one of these. All of the soap and oils on your body are not a great mix with the things one might find in the bilge and can quickly become a toxic soup. Our marina has a restroom with showers about 2/3 of a mile away. Boat people will never be accused of being the cleanest people in the world and fishermen will never be accused of being as clean as boat people. Guess who I got to share a shower with!

3. Sleeping in beds designed in the shape of letters. This I don't get. The starboard berth is shaped like an I. The port bed is shaped like an L. The forward berth is shaped like a V. And the quarter berth is shaped like an A that had it's leg ripped off. I guess the prototype for the K shaped berth proved to be too costly prohibitive to put into production.

4. Head-room. I am 5 ft. 11-3/4 in. The interior cabin is 6 ft. The longest bed is 6 ft. If I wanted to say, use a pillow or wear socks I was destined to hit my head, over and over. This 'came to a head' on my birthday when I hit my cranium on an exposed bolt and got a trip to the ER. Seven staples later I was back on the boat hitting my head again. Ironically, the location with the smallest amount of head-room is the head itself.

5. Having a diesel engine in my kitchen. My wife actually said once, "I need to know when you will be done changing the oil so I can make dinner." (Honorable Mention: Having a diesel engine in my living room.)

But seriously, living aboard was a grand adventure. We met a ton of people, saw more wildlife in one day than most people see in a year, and became very close as a family. Oh and we got to go boating whenever we wanted. I think we would do it again in a heartbeat. Thanks to all of those that helped us along the way. —Doug, Sans Destination, 1986 Cat 30 TRBS #4330, Universal M-25, Pensacola, Florida

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OFFICER MESSAGE

Longest day of summer

Peter Zahn, Commodore

OK, this time I'm really late. Fortunately I've got numerous excuses, two weddings, (another) new boat, and beautiful boating weather here on the Chesapeake as fall displaces summer. Of course all that activity does lead to conflicts. One of the highlights of our sailing year is always the weekend racing from Annapolis to Oxford and back (aka the fall sail-party-sail trip). This year *Snagglepuss* was unable to make it due to the fact that the regular crew was on their honey-

moon! (Of our three sons this was the second to marry, and the third will be married about the time you read this!) But that doesn't mean the folks who went didn't have fun. See the accompanying article by Tom Walsh of the Slam Duck team. Remember, we all want to hear about your adventures. Send us your reports, musings, ramblings, and questions.

We have actually had a number of new members join this year, and for those of you who pass the word, we appreciate it. Remember, membership forms are available on-line at www.catalina27.org when you select Join Us!

Here's hoping the approaching Holidays find you all in a snug harbor.

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No Guts, No Glory

The Fleet 8 Race to Oxford 2012

By Tom Walsh from SLAM Duck

The primary racing series for Fleet 8 on the Chesapeake Bay is called the High Point Series. We typically have 5 long distance, point-to-point races during the series. The first 2 are to St Michaels and back over Memorial Day weekend. The 3rd is an always interesting and exhausting all night race of 40 miles to Solomons Island in mid-July. The 4th and 5th are to Oxford and back in mid-September. Oftentimes, the race to Oxford is the deciding factor in which boat wins the High Point championship for the year. That turned out to be the case this year as well.

At this juncture near the end of the season three boats, *Swell*, *SLAM Duck* and *Pussycat*, were in very close competition for the High Point championship. *Swell* slightly ahead and *Pussycat* and *SLAM Duck* tied. Any one of the three boats could win High Point, depending on the scores in this race. You could say this was for all the marbles.

Some years ago, the remnants of Hurricane Ivan surprised the fleet on the race to Oxford, serving up N'y winds of 45 knots at times. Several Catalina 27s saw boat speeds over 14 knots. There was a lot of carnage and only a few boats finished.

This year, we saw gusts of 25-30 knots, again out of the north. Since the big breeze had been blowing down the long fetch of the Bay all the previous night, the seas were in the 3-4 foot range. Suffice to say, the conditions were gnarly. At least the sun was out and it was not cold. Four Cat 27s were racing; *Swell*, *SLAM Duck*, *Pussycat* and *Chaos*. The first leg of the race was to the south, down to the entrance of the Choptank River. This would be several hours of running nearly dead downwind. In addition to the strong N'y breeze, we had a significant ebb current to help carry us south to the Choptank.

The big decision at the start was; spinnaker, or wing-on-wing with no spinnaker. We

knew it was marginal for carrying the chute but decided to go for it. As my boat partner John Potvin says: "No guts, no glory". Since you never know what might happen in these conditions we all wore our PFDs. Pretty sure the crews on other Cat 27s did too. Three of us started in a line, with *Pussycat* furthest left, *Swell* off to the right and *SLAM* in the middle. Both John Anderson on *Swell* and John Ebell on *Pussycat* chose to conservatively sail wing-on-wing. On *SLAM* we set our chute shortly after the start. At first it appeared that we were not gaining on *Swell* or *Pussycat*. We decided to be patient and were pleased to see that we were slowly pulling ahead of both boats. Curt Sarratt, on *Chaos*, was over early but did also set his chute after he restarted. Somewhere on this leg down the Bay, *Chaos* suffered a broken mainsheet tang on the boom during an accidental gybe, which cost him the use of his main for awhile while he jury rigged the mainsheet block attachment with a sail tie.

Eventually, as *Pussycat* and *Swell* watched *SLAM* pull slowly away, they set their chutes as well. On *SLAM*, we broached 3 or 4 times and I suspect there were a broach or two on *Pussycat* and *Swell* as well. After we decided we had been punished enough, we all dropped our chutes and went wing-on-wing. *Swell* was not far behind us at this point, so after we thought the wind had laid down a little, we set our chute again. Wrong – the wind was as strong and gusty as ever! After a few more miles of rockin', rollin' and a few more broaches we needed to gybe to get over to

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We rounded the light and hardened up to close hauled as we began the beat to the finish in the Tred Avon River, about 2 miles distant. *Swell* followed but eventually tacked and we tacked to cover. At one point, with both of us on starboard, *Swell* was inside of *SLAM* with better speed. We tacked and crossed him and then kept a tight cover on him until the finish.

red nun 84. We managed to gybe the chute fairly well. However, it took two of our crew, Scott Maurer and Dave Koepper, to re-attach the spin pole to the mast fitting. *Pussycat* and *Swell* also set their chutes after us but were still a little behind. On *SLAM* we were pleased to see that we managed to stay in the lead despite the broaches. Thanks to excellent crew work, we recovered from each broach fairly quickly.

Our next mark was red nun 80A, where we would turn left another 15 degrees or so, which would make carrying the spinnaker even more problematic. Sure enough, we broached hard several times in succession, which convinced us to pull down the chute. *Swell* pulled theirs down at the same point. Then we had a few miles of reaching to green can G7, the entrance to the Choptank River. Once we rounded G7 it was a further left turn to a tight jib reach on port for an hour or so to get to the Choptank River Light, our last turning mark. During this leg we reefed and then unreefed the main. At each evolution *Swell* gained on *SLAM*, being now about 50-60 yards in our wake.

We rounded the light and hardened up to close hauled as we began the beat to the finish in the Tred Avon River, about 2 miles distant. *Swell* followed but eventually tacked and we tacked to cover. At one point, with both of us on starboard, *Swell* was inside of *SLAM* with better speed. We tacked and crossed him and then kept a tight cover on him until the finish. The order of finish was; *SLAM Duck*, *Swell*, *Pussycat* and *Chaos*.

Thanks to the long run and favorable current this was one of the quickest Oxford races ever; 29.3 miles in 4 hours and 8 minutes, giving us an average speed of more than 7 knots. On *SLAM* we saw speeds over 11.6 knots with the chute and 6.1 knots close hauled. On the Chesapeake we carry #1, #2 and #3 genoas, with the #1 being the choice 90% of the time. This race, however, was definitely a #2 day!

I've been in my share of tough, close races here on the Chesapeake. I have to say this race was one of the toughest, both physically and mentally. Getting ahead of and then holding off two hard chargers like *Swell* and *Pussycat* is a real challenge. They are smart, excellent sailors and fierce competitors. All credit for *SLAM*'s winning goes to my co-captain and tactician John Potvin and crew Scott Maurer and Dave Koepper.

As previously mentioned this race often decides the High Point championship for the season. That was the case this year when the numbers were crunched. *Swell* took 1st in High Point, *SLAM Duck* took 2nd and *Pussycat* took 3rd. Congratulations to John Anderson and crew on *Swell* for their 1st place!

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Skipper Toast finds her groove at the tiller of C26 Revision on the Bay of Green Bay.

When A Friend Loves Your Boat

By Mary Kinnunen • *Revision*, C26 hull #66

The July C26 column was about Toast and me being hove-to and eating salads (hope you tried a couple recipes). That sail took place in Summer of 2011. This issue, it's one year later and Toast was back up north for more sailing.

She lives in the mid-South and recently got a good job she loves (yes!) so our sailing time together has been drastically shortened (boo). But in her abbreviated visit we lucked out with gorgeous late-summer weather.

Toast grew up sailing Lake Superior on her father Don's boat. He was a Mac racer who loved big wind and Toast recalls that sailing with him was often "fun" of the white-knuckle variety. It was sometimes scary and tough, but she did learn to sail, and sail well. For a while, she taught sailing, too. These days, her sailing fun includes flying down to the Caribbean every so often with friends and chartering a 40-footer.

Some of her other fun includes one of sweetest boats in the world, our C26, *Revi-*

sion. These past few years it's been cool that Toast has gotten to know our boat and finds her to be responsive, forgiving and easy to sail. These attributes, along with her 3.5' draft, make her perfect for sailing northern Lake Michigan's Bay of Green Bay, the waters and harbor towns of which Toast has also grown to love.

On this day's sail, the morning sun was shining and the fresh water was sparkling. Wisconsin has seen its share of drought this year, mainly in the southern part of the state. Up north, our rivers and lakes are down, but we've had enough rain to keep the garden growing without much sprinkler use.

Revision is parked on Northern Wisconsin/Upper Michigan's border river, the Menominee, and docking in its current takes some skill. With the water down, this year's current has been mellow—a first since buying the boat in 2006—and docking has been easy in this strange, personal upside to weather change.

We motored downriver, called the bridge tender for an opening, and then we were on the bay. After getting the sails set I headed below to lay on a berth. I haven't done that much, and it's interesting to experience being underway underneath. The sound of the hull and the water—the physics of displacement—was soothing as today the boat and visiting skipper had quickly found their groove. So I laid there and absorbed the experience.

After awhile I yelled, "She's sailing nice! Those sails set okay?"

"Yes!" yelled Toast. "Perrrrrfect!"

Then, a little while later I heard, "She likes this."

Yes, she does.

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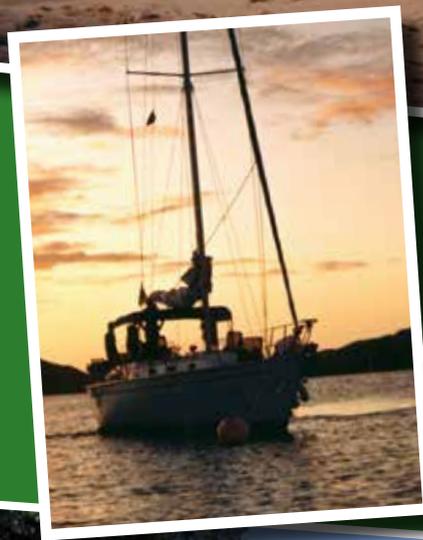
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OFFICER MESSAGE

Updates

Russ Johnson, Commodore



There are many updates to the association I want to share with you.

First of all, thank you to all the members who voted in this year's officer election. We tried a new voting system this year and updated our website with an on-line ballot. Voting through our website will make future elections easier.

Please welcome the officers for 2012/2013

Commodore: Russ Johnson

Vice Commodore: John Gisondi

Treasurer: Steve Auerbach

Capri-25 Measurer: Nick Cumbie

Note: we are looking volunteers for the Secretary and Chief Measurer officer positions.

Please send me an email if you are interested.

Next, our association website "Member's Area" has been updated.

Members now have an individual login, including a personalized username and password. Previously, the member's area used a single username and password system. You can now update your Mainsheet address, email, phone and other information on-line. You can also renew your membership on-line

and send a payment through PayPal or mail a check. Note: access to the new member's area requires a one-time registration. This process will convert your membership from our old system to our new system.

Next, our association website "Photo Gallery" has been updated.

The website photo gallery has been enhanced. You can now upload your photos directly to our website from the member's area. This self-service application enables you to upload your pictures, add picture titles, and photo descriptions. You can also group your pictures into photo galleries. A photo gallery or individual picture can also be linked a post on our association forum. Previously, photos linked to a forum post had to be posted to a photo hosting site (such as SnapFish) then linked to a forum post. Now, both the photo and forum are contained on our website.

Next, our association website "Association Election - Voting System" has been updated. Members can now cast their vote in the association election through our updated member's area. This updated process will make future elections easier for you to cast your vote.

All of the website updates have been made possible through the hard work of our webmaster, Paul Alcock. Thank you for your dedication.

If you have any questions, please send me an email. I'd like to hear from you. Russ Johnson, Commodore Catalina-25/250 and Capri 25 International Association (email: commodore@catalina-capri-25s.org)

Catalina 22

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OFFICER MESSAGE

There Is Something to The Fifth Essential

Kevin Williams, Rear Commodore

I hope everyone had good summer sailing. Cooler air is near and fair breezes will replace the light shifty air some of us have had. Dick



Davis, through the Catalina 22 Yahoo group, brought up an interesting article written by John Vigor titled Vigor's Black Box Theory, originally printed in Good Old Boat magazine. Most of us have known skip-

pers who bumble from disaster to disaster and seem to blame anything but themselves while others seem to sail effortlessly and safely each time. Some call it luck but it's more likely, The Fifth Essential. The Fifth Essential is a theory about doing good seaman-like deeds that translate into points to be used later when needed. The points are banked and there when you need them. For instance, if you check your standing rigging before heading out in big air, or you change the oil in your motor instead of putting it off again, your actions provide a point that goes into the black box.

Vigor listed the first four essentials as:

- A well-found ship
- A good crew
- Adequate preparation and maintenance
- Seamanship

So, in order to gain points you must have the first four essentials completed. Some sail with a clueless air and wonder why others succeed. They'll call it luck? Not likely. When the stars align and we avoid disasters it's more than luck if you have a positive balance of points in the black box. We've all heard stories, or hopefully, you've had positive things happen to you in the face of disaster and we've known yachtsman that seem to have a dark cloud over them as they go from crisis to crisis. Those with points in the bank will have positive forces with them. Points can only be used once and you can't check the balance so you have to continually make deposits. You can also add points by thinking about and planning your sailing trips. What steps would you take when a piece of rigging breaks or a storm is approaching? The fact that you thought about those things earned points for the bank!

How do you know if you have points in the box? Confidence is the best measure. You know when you're prepared and your boat and crew is ready. Points in the box will provide for a safe journey. It's a mindset that awards good seamanship and for doing the right things. Instead of putting off things that should be done

OFFICER MESSAGE

Welcome

Ted McGee, Commodore

I would like to welcome Dennis Slaton back as our National Measurer. Dennis stepped in to fill an unexpired term and he brings with him a knowledge of the rules, extensive background



of the boat, and the respect of fellow competitors across the country. Dennis has already addressed several issues in the class rules. Over the years National Measurers have made various rulings which never made it into the class rules.

These have been updated. In addition, there is an item of business concerning rules that is addressed in this issue of MainBrace concerning advertising. Dennis will collect input from the membership before he and the rules committee act on this rule. If you have any feedback concerning this rule you can contact Dennis from

the contact form on the Officers, Rules Committee, Editors Catalina 22 Officers page of the website.

A second item of business that you should take a look at involves a change in the constitution. In the past one person has been responsible for the MainBrace and the website. We feel the website has become a very important part of our organization and it is a bit much for one person to do both. We are looking at making a board position for a webmaster.

We have also established a committee to prepare a document of National Championship Guidelines. This is a collective process lead by Winn Story and includes Bruce Sondys, Gene Ferguson, Tom Page, and Randy Pawlowski. As a class and national organization we are a bit behind on this. Other classes have published documents that provide guidelines for National Regatta planning and implementation in place. We have made attempts in the past to implement such guidelines but without a formal document, things slip through the cracks from time-to-time.

We are looking at making a board position for a webmaster.

or planned for, you gain points by doing them. When things go wrong, you'll have a balance of points to draw from.

We've all admired and felt the positive energy from a well prepared and well maintained boat. You can bet that those boats have skippers with a positive balance of points. Check out the article and start earning points today because we all need points in the box. By the way, congratulations, reading the Main-Brace is worth a point so you are well on your way to a positive balance and more enjoyable sailing.

Good sailing and remember to encourage membership in the national organization. With the groups support and continued growth, we can continue to be a great source of information.

OFFICER MESSAGE

Cooler Days

Chief Measurer, Dennis Slaton



I know everyone is looking forward to the fall sailing season, cooler days, nice breezes and lots of regattas to attend.

This is my second time around trying to do the chief measurer job, hopefully I can improve over the first time. We (rules comm. and I) have been working on updating some interpretations of the rules. Some ruling made in the past but

never logged and a couple new ones as well. Our goal is to stay as true to the One Design concept as possible given the many variations of the boat. If you need a ruling or just have a question and want to talk C22s feel free to contact me any time.

Proposed Class Rule Change Concerning Advertising

The International Sailing Federation (ISAF) publishes the Racing Rules of Sailing and Regulations that we sail by. US Sailing is the National Authority for ISAF in the United States. One of the ISAF Regulations that has changed is the rule on advertising. The Racing Rules of sailing rule 80 refers us to ISAF Regulation 20 for guidance on advertising. In the past, Regulation 20 provided various categories that predefined what advertising was allowed on a boat. Category A was the default. Category A limited advertising to the standard sail maker marks and boat manufacturers marks you typically see on sailboats. Not long ago ISAF Regulation 20 changed and the category classification ceased to exist. Classes have been struggling with how best to address advertising as the language in ISAF 20 is complex. We have decided on a simple approach.

The Measurer and Rules Committee is proposing the following language to be added to our class rules.

Advertising: No advertising will be permitted on boats in a sanctioned regattas, other

than normal manufacture brand logos. Advertising on clothing is permitted. Regatta sponsors may have advertising on bow numbers. Participants have the right to "opt out" of this advertising if so desired.

We believe this simple language addresses everything covered by the more complex language in ISAF Regulation 20. It states in simple terms that additional advertising other than what is provided by the boat and equipment manufacturer supplies on the boat from the factory. It places no restrictions on advertising on clothing, other than what is spelled out in Regulation 20 as to taste and appropriateness. In addition, it provides opportunity for an organizing authority to gain sponsorship at regattas by placing a sponsor's logo on a bow number. Regulation 20 allows a participant to request bow numbers without advertisement if there is a moral or ethical objection and we have so stated that a participant can opt out of a corporate sponsor ad on his/her boat.

This rule change will follow our One-Design rule N Method 2 in which the rule is voted on and approved by the Rules Committee and Governing Board. A requirement of our rule N Method 2 is that membership has opportunity to comment on this rule. Please send comments and questions to our Measurer by using the "Contact Us" form in the following link and selecting the Measurer.

http://www.catalina22.org/index.php?option=com_content&view=article&id=271:catalina-22-officers&catid=59:c22officers&Itemid=42

A Cruising Tip: Salad in a Jar By Ted McGee

I discovered this simple idea for office lunches and I thought this would also work well on weekend and the weeklong cruises we make. Simply pack ready-made salads in a Mason Jar. Mason jars are made of glass and subject to breaking, but they are also rugged and hold up well. We've used them for years to store nuts and bolts and other items found in a home workshop. I don't recall ever breaking one so with a little care when you pack these in a cooler they should serve you well. I see sailors bringing bottles of wine, beer, and rum without any problem so Mason jars should be fine as well. If you Google salad in a jar you will find all kinds of ideas about this, including oatmeal in a jar.

How it works, buy a few quart size Mason Jars. The wide-mouth jars work best but regular mouth jars will work as well. You can make up a whole weeks worth at a time if you want. For office lunches simply stick them in your refrigerator at home and lunch is ready for the week. This works really well for me because a couple

of times a week we may go out to eat at lunch. I never know when that is going to be so if I have one of these in the office refrigerator and we go to lunch nothing is wasted. The salad is still fresh the next day. On a cruise make up what you think you would need for the week and pack into a cooler. The Mason jar seals tight. The salad will stay fresh and water from melting ice will not ruin your meal.

Start by putting dressing in the bottom of the jar. Next put in items that won't absorb the dressing like tomatoes, carrots, garbanzo beans, whatever you want in your salad that doesn't absorb dressing. Then other goodies. I have some radishes, grapes, almond slices, raisons, and olives in here. If you want cheese put it in also. Then on the top goes lettuce. I have a mix of lettuce and spinach leaves in mine. There is a lot more leaves in the top that it looks because I have them packed in. Croutons, crackers, or the like go in a separate container so they don't get soggy.

When you're ready to eat simply dump the contents on a plate and your meal is ready! Lettuce on the bottom and dressing on the top, just like it is supposed to be.



Coronado 15

Coronado 15 National Association • www.coronado15.org

Would you like to submit an article for publication in this section of Catalina Mainsheet? Contact your C15 Association Editor.
DEADLINE DATES: March 1st, June 1st, September 1st and December 1st.

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Annual Dues: \$44
Join or Renew form on page 56.



OFFICER MESSAGE

Annual Meeting

John Richardson, Commodore

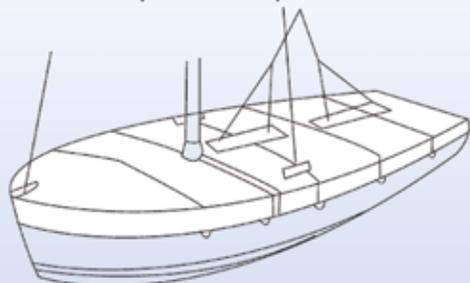
The Coronado 15 Association annual meeting was held the night of July 20, following racing for the Syd Corp Cup, the qualifying regatta for the North American Championship. Vin-

cent Paternoster, the commodore, summarized events of the past year, which was highlighted by the launch of the new C15 Association website, www.Coronado15.org. Paternoster also announced the resignation of association secretary/treasurer, Steve Fishman.

Elections were then held, with John Richardson being elected as the new Commodore. New business included the formation of a committee to submit recommendations for the enlargement of or additional windows on the C15 jib, for safety purposes. A brief discussion regarding the location of the 2013 North Americans was held, with the first choice being the Beaux Arts Racing Fleet on Lake Washington in Washington State.

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OFFICER MESSAGE

NACs

Kiersten Vance, Mainsheet Association Editor



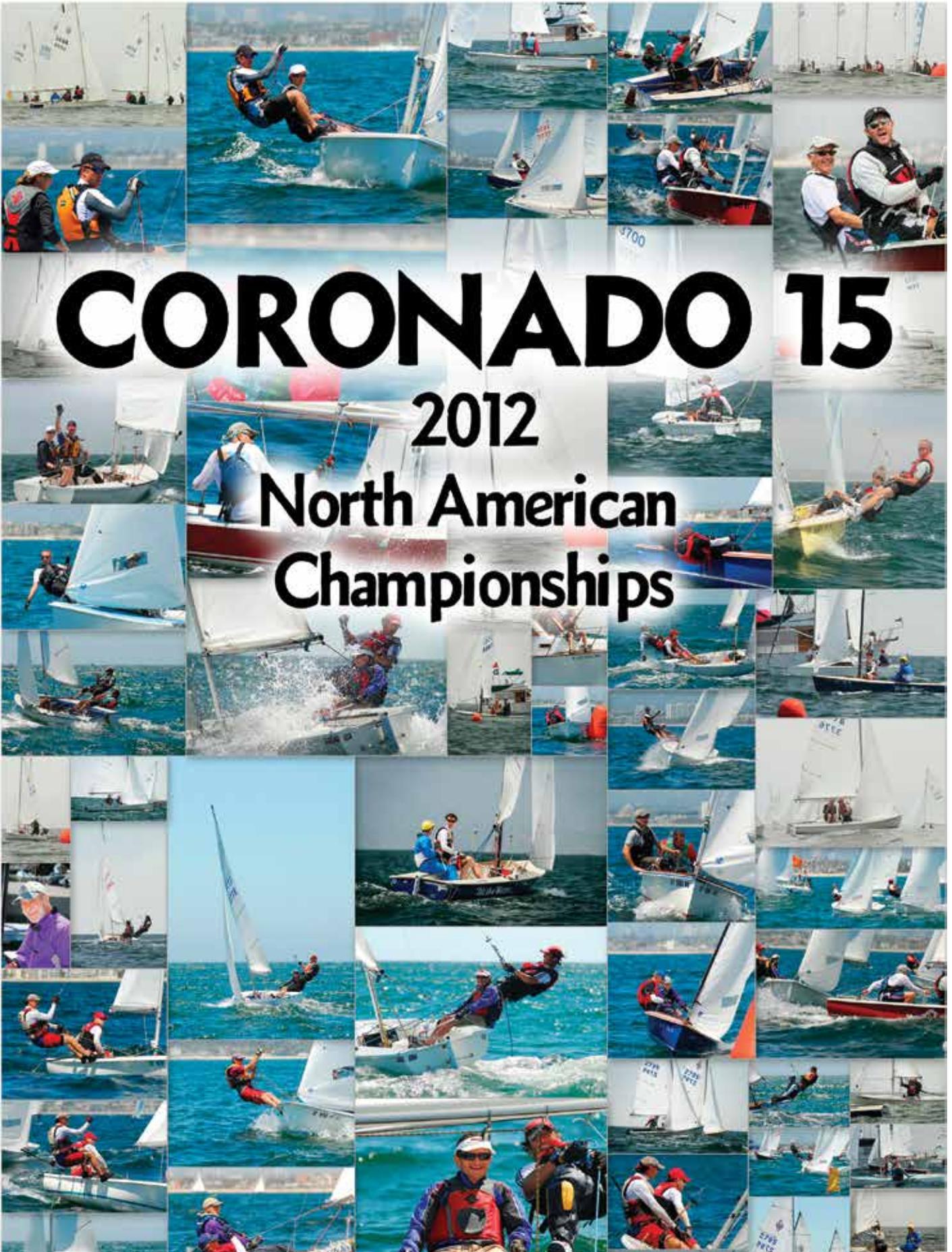
The 2012 NACs were a huge success in Marina del Rey. First, I would like to personally thank Vince Paternoster and the South Coast Corinthian Yacht Club for hosting such a great event. Second, I would like to thank all the participants who came out to race. We had racers from all over the west coast and it made for an amazing event. The C15 National Meeting was held and we elected John Richardson to be our new Commodore. Congratulations John! We still have the positions of Vice Commodore, Secretary/Treasurer, and Technical Editor available if anyone is interested in being involved in our association. Please contact me for more information.

FEATURE SPOTLIGHT

2012 C15 NORTH AMERICAN CHAMPIONSHIP

The championship regatta was held July 21 & 22 in Marina Del Rey, California. South Coast Corinthian Yacht Club served as the host yacht club..

Read the story on page 4 of this issue!



Catalina// MAINSHEET

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Boat Name _____ Boat Length _____ Hull No. _____ Sail No. _____

Keel: SW _____ FX _____ W _____ Mast: tall _____ STD _____

Berth Location/Marina _____ City _____

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Technical Pull-Out

Q&A FOR YOUR CATALINA THAT'S BEEN FACTORY APPROVED FOR ACCURACY



Catalina Morgan 440



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Hot water tank check valve

I had noticed our hot water pressure was dropping significantly one day to the point where no hot water would come out of any faucet. Starting with the simple things, I turned off the pump, checked for blockage in it and the strainer. No problems there. On to the hot water heater...

Safety note

Before working on this ever so wonderful invention that provides us with the feeling of warmth and the satisfac-

tion of human cleanliness, make certain the power is off and you have purged the excess pressure from the tank. Having hot, scalding water spray all over you and the interior of your boat is, well, not cool. Literally. And leaving the power on when you have emptied the water from the tank will result in a burned up heating element.

Once the pressure was released and the tank drained, I found that the cold water supply line from the pump was delivering properly to the tank. Nothing was exiting the tank, so efforts were concentrated on it to determine the blockage. I have this great tool, from Harbor Freight, that I highly recommend everyone should have in their tool kit. It is a High Resolution Digital Inspection Camera with Recorder (item#67980) which allows you to look inside hoses, peer effortlessly behind walls, and search

the nether regions of otherwise inaccessible parts of your boat. Get one – you'll absolutely love it and wonder how you ever did anything before without it. Looking into the supply side of the tank I found something about 4" inside the tube. My awesome tool has picture and video capabilities. What was in there was a small check valve that had locked itself in a closed position. Water was no longer entering the tank due its closure. Using the camera and its attached hook accessory, I was able to pull the valve and its associated spring out and determine that water scale had built up around the valve to cause it to close. A simple cleaning and reinsertion and all was well once again.

Water scale buildup may not be a problem in your area. However, with mineral deposits and such in our water, you might see this problem sooner rather than later.



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In this issue we highlight a repair and a set of upgrades.

Raw Water Cooling System Overhaul

Tom Charron sails his C42, Mi Vida, out of the San Francisco Bay area. He is a long-time contributor to the discussions on the C42 internet forum. He recently had occasion to do some work on the raw water cooling system, which many folks have done to some extent. Tom's rebuild work was a bit more extensive than most, however, as detailed here. In Tom's words:

Recently I experienced overheating of the Yanmar 4JH2E in my 1999 Catalina 42. The primary cause was not a great mystery: I had neglected to open the saltwater cooling thru-hull valve.

This inattention is not highly recommended, but with a bit of work and a bit of money I now have essentially a new saltwater cooling system after 13 years continuous duty on SF Bay.

It was an ordinary day of boating when I heard a very high-pitched whistle

coming from below the helm location. After checking for a fouled prop by putting the transmission in neutral I realized the whistle was from another cause. I then noticed that the engine temperature was "in the red." All of this occurred after at least 18 minutes of operation, including running at 2600 rpm. I shut down the engine and returned to port under sail.

The typical problem from a lack of cooling water is damage to the raw water pump impeller. That was found to be the case here, with three blades missing.

The unusual high-pitched whistle was determined to be caused by delamination of the interior of the exhaust hose near the exit at the transom. Pinpointing the cause of the whistle was a bit of a detective tale. I listened closely to the sound and determined it was coming from the aft portion of the vessel. Specifically, it was very loud when I opened the lazarette. I even went down in the transom area where I could feel the vibrations in the exhaust hose. Diagnosis was complete when I transected the exhaust hose and found the delamination.

It is presumed that the hot exhaust gases, without the usual water cooling, had damaged the hose. The hose had become a "flutter valve", which is a wind instrument not desired on a well-tuned boat.

The classic problem with impeller blade loss is that those blades are probably stuck downstream somewhere, potentially causing blockage in the cooling system. The raw water flow through the system goes from the impeller pump to the transmission and lube oil cooler, then to the heat exchanger, the exhaust mixing riser, the water-lift muffler, and finally the exhaust hose. It was decided to disassemble and clean the lube oil cooler and the engine heat exchanger.

The lube oil cooler removal was not easy. To access the mounting and plumbing connections the engine intake manifold was removed. This might not be necessary if the engine was on a stand in a shop, but the access in

the boat is fairly restricted. The engine heat exchanger was also disassembled, without too much difficulty.

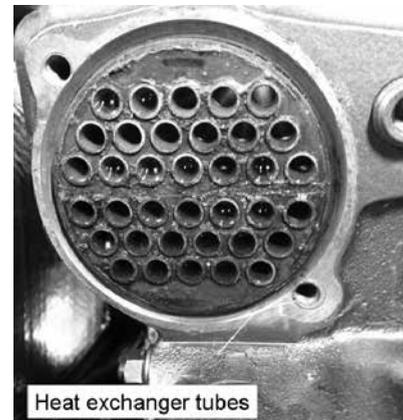
Photo 1 shows the damaged impeller in place. Fortunately all three missing impeller blades were found.

One blade was found in the outlet of the saltwater pump, one in the oil cooler, and one downstream in the heat exchanger. Several other blades can be seen to be cracked and ready to leave.

The cooling system had 1300 hours on it at the time of overheating. That represents 13 years of use on SF Bay and the Pacific Ocean. The heat exchanger and lube oil cooler were found to be quite clean. There was only a small amount of build-up in the heat exchanger, and essentially no deposits in the lube oil cooler. These Yanmar engines have no zincs, but there was no corrosion or electrolysis damage either.

Photo 2 shows the end of the heat exchanger tube stack as it was opened. The relatively good condition of the flow paths can be seen. Photo 3 shows the tube stack being removed. Photo 4 shows the end caps. Again, the condition looks good.

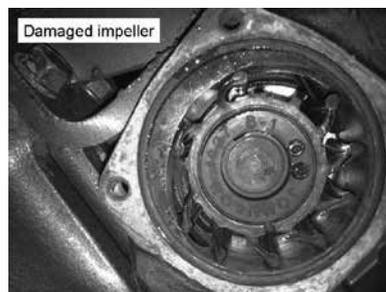
During this work it was noticed that the mixing riser was leaking at the



Heat exchanger tubes



Heat exchanger cartridge



Damaged impeller

Catalina 470

C470 Association Technical Editor

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Feature Spotlight: Single-handed Sailor

Read the C470 technical article in the feature section of this issue on page 6.

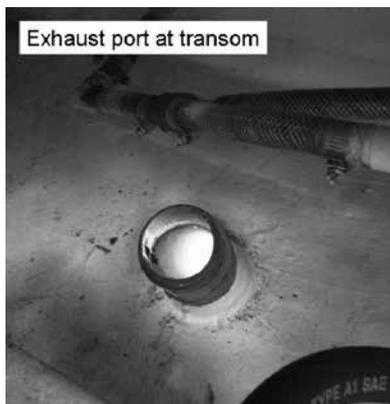
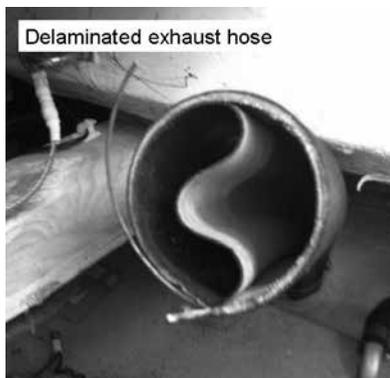


water injection point. The metal was not only cracked but was spongy. It was not repairable. There have been a few changes to the design of the mixer over the life of the C42. The version that Catalina had in their spare parts stock did not exactly match the leaking part on *Mi Vida*. Therefore I had a replacement fabricated at Metal Magic, a local SF Bay area shop. The Catalina spare part could have been made to work, but it would have required a relocation of the muffler.

The shape exactly matches the original.

The exhaust hose was replaced with the boat still in the water. The transom must be raised or water might pour through the exhaust outlet. (Not good!) I loaded down the bow with as much weight as I could find in order to raise the stern while doing this work in calm water. In the photo note the 'green' water level is about 1-1/2 inches below the fiberglass exhaust outflow tube.

A cross section of the delaminated hose is shown in Photo 5. Photo 6 shows



the exhaust opening in the transom during the replacement. Photo 7 shows the new hose during installation.

All of the work was done by me, plus two hours of help from a mechanic to remove the oil cooler and to replace the exhaust hose.

New parts included:

- Impeller
- Water hoses, clamps, and gaskets
- Exhaust hose (more than \$20 per foot!)
- New exhaust riser

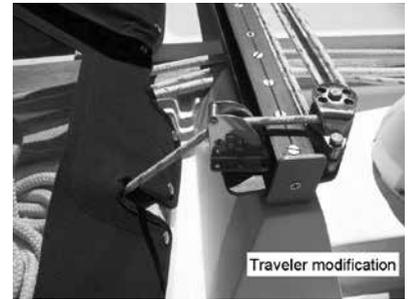
The total bill, mostly for parts, was more than \$1000. The engine now runs cool, with no whistling, and is ready for extended cruising.

Useful Upgrades

Bill Coohon sails his C42, Felicity, out of the Grand Traverse Bay area of Lake Michigan. He has made a number of improvements and upgrades and offers a few here.

After several years of grungy dorade vents and toying with replacing them with expensive metal, I decided to try to clean them up. Previous attempts using soap and brushes weren't successful so I took drastic measures. Figuring if I ruined them I'd have an excuse to replace them I soaked them for a day in a strong bleach solution then rinsed them well. The results were surprising.

The original traveler control lines were difficult to use due to needing to reach through the dodger to release and cleat the line. On each end of the traveler I replaced the cam cleat with an over-the-top block, another on the deck behind the dodger base, and a large lance cleat behind that. Most any cam cleat could work, but I liked the roller to help control the line and by aligning everything allowed use of a winch if necessary. The lance cleats even come in



port and starboard orientation. I had to rethread the control line on the traveler so it would come over the top rather than through it. Photos 8 and 9 show the new arrangement.

The original plastic gate valves in the bilge for the refrigerator and aft shower sump were difficult to access and impossible to tell if they were open or closed. I replaced them with ball valves with levers. They are much easier to open and close, and it's real obvious what position they're in.

I single-hand my 42 often so I haul the main up at the mast rather than pull from the cockpit. I placed a cam cleat below the mast exit so when I get the main as high as I can pull, I slide the halyard into the cam cleat. The cleat has no retainer and the halyard will stay put until hauled tight from the cockpit. The cleat is just shallow enough that when the halyard is taut it clears the cleat. Photo 10 shows the halyard tensioned and automatically clearing the cleat. When the halyard is slackened I can slide it into the cleat easily.



Catalina 400



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Midnight Sun #171

Read your Mainsheet from Cover to Cover!

When I received the Summer 2012 issue of *Mainsheet* I performed my usual initial quick review of the magazine to see if anything jumped out at me before I went through it in detail. I don't know how the rest of you go about reading it, but I hope you read the entire magazine.

I found two articles that caught my eye. One article, titled "Battery Charger – Heads Up", was written by Ron Hill who owns a Catalina 34 named *Apache* with hull #788. What caught my eye? Battery chargers, and their reliability, are kind of universal regardless of the size of your boat. Also, I have a Xantrex XC5012 (12V/50A) charger on *Midnight Sun*. The article was short and to the point. The charger was not charging his batteries. The problem, after troubleshooting, was found to be a build up of lint or dust that clogged the air intake which caused heat build up which tripped the thermal protection switch. After cleaning this, the charger functioned properly. Guess what's been added to my quarterly inspection list?

The other article I snapped to was one titled "Head Pressure" by Manuel Farinas who owns a Catalina 310 named *Ienaya*. Like battery chargers, most sailboats have heads and most of us have had issues with them at one time or another. Although Manuel's situation was something quite unpleasant to deal with, it did remind me that pressure buildup in the waste tank can be caused by a number of things and to take the extra time when you're at the pump-out station to check your system. And remember to check that vent line!!

The message here is that the *Mainsheet* contains a wealth of information, as does our official website [\[alina400.org\]\(http://alina400.org\), that can be applied across the board, so please don't forget to read what's going on with the other Catalina sailboats. Their situations just might apply to yours. –*Olav N. Pedersen - Co-Technical Editor, Midnight Sun #171*](http://www.cat-</p>
</div>
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In-Mast Furling Mainsails

Questions and issues surrounding in-mast mains and their potential to jam or cause problems have come up multiple times with many owners I have spoken to. Inevitably, I have both current and potential owners asking me if I like it and (predictably) does it jam? There are many horror stories out there about jams. Most of these stories have been blown out of proportion and I find many perpetuated by those who have never even had in-mast mains.

Some of the concerns are viable. The two biggest are that you will lose some performance with an in-mast. For racers, unless appropriately handicapped, this probably is not the best option. Another major concern is that if it does jam in a storm, you cannot blow the halyard to drop the main. Nightmare scenarios and reports of cutting down mains in a storm have surfaced. I have not heard of a C400 having to do this, but have heard others report it from other manufacturers that perpetuates the concerns of this system.

For the record, I have thousands of miles on both traditional slab reef mains and in-mast. I have been offshore more times than I can count with my in-mast and been stuck in some pretty nasty storms and squalls – one lasting three days. With my knowledge of both systems, I will heartily say that I would never go back to slab reefing unless I was racing. And I also believe the performance lost is minimal between the two and most of us not doing distance races would never know.

The issue with in-mast jams is that the vast majority of the sailors using the system are not correctly using it. Most of us were never instructed on it or because we are seasoned sailors, use it as we would a traditional main. Therein is the problem and why in-mast often get a bad name. For the record, I have never, not in many thousands of miles, had one single jam. The following steps will help you keep from jamming your in-mast also.

First, look at the picture below. Note the location of the clew. It does not go horizontally into the mast. It travels up at an angle into the mast. This is critical to understand. Why? Because as a traditional (slab) reefer, you would point into the wind, tighten down the mainsheets to keep the boom centered, some even tighten down on the boom vang to help, haul up the main halyard until you have reached the top, then fall off and begin adjusting the vang, sheet, outhaul and halyard to the appropriate point of sail and conditions. We effectively reverse these to drop the main, again keeping dead to wind or close to, and keeping the sheets and typically the vang taunt. If you do that on an in-mast, sooner or later you will jam.

On In-mast, you MUST allow room for the car to travel down the boom and for the clew/sail to enter and exit at its proper point. If you cinch down on the main sheet and vang, then begin to haul in the reefing line, you will see that you cause tension down the leech of the sail. This often results in crinkles forming as you reef. These crinkles are what cause jams. So, when reefing your in-mast, you must release the tension on the main sheet and vang. Take the tension off so the sail can roll into the slot as designed. Also, keep some tension on the outhaul as you reef it to prevent any unwanted crinkles and a smooth roll. Lastly, you will notice the mast is slotted more to one side than the other. Depending on where your sail rolls, one point of sail may be easier to reef than others. For



us, ours is a starboard tack. This is because the sail rolls out away from the mast and does not rub against it while reefing. Don't forget to put some McLube on the boom track to reduce the friction on the car. I do this about once a month.

One final point: We almost never use the winch to reef our sail in normal conditions... and NEVER use the electric winch. If you reef the sail by hand, you can feel any potential jams before they happen and can pull them back out. If you gorilla-arm that sail in with the winch or the electric winch, you can create a jam that will be very difficult (if not impossible) to get back out. If you find yourself in a situation where you have to winch in the main, at least go slowly and keep staring up the slot for crinkles going in.

I am a fan of in-mast mains for most sailors. It keeps the crew safe and in the cockpit instead of tidying up sails on deck. It also gets a lot more use than what traditional mains because it is so easy to use and reef. Keep in mind what I said above when operating the sail, and you too should get thousands of trouble free miles. *—Brian Mistrot, S/V Sea Mist IV, C400 #289*

Read your Manuals - Take the time to Understand Them

Sometimes it's a curse to be an Engineer. You have an understanding of many of your boat's systems and so you think you can handle everything. Here is one I didn't handle well.

I changed the oil on my Westerbeke 42B after about 100 hours. The engine has about 3000 hours on it. I use Rotella 15W40 and the proper Fram filter as I have done for several years now. The next morning we left the slip in Kent Narrows in MD and headed to St. Michael's. About a half hour after departing we shut the engine down and sailed under jib alone for about 45 minutes. As we had a bit of a schedule to meet we started the engine and motor sailed for about 30 minutes.

At that point the engine started to falter. It acted like it was not getting fuel. Temperature was OK. We shut the engine down and I went below and changed to the other fuel filter filters (I have a dual Racor system that makes that easy). The engine still didn't sound right. I checked fuel level and I was at 20 gallons (tank is 44). We noted at this point that the oil pressure light was on so we shut the engine down again and sailed the rest of the way and onto a tee-head at the Chesapeake Bay Maritime Museum. That was pretty neat...my wife's 'helmsmanship' and good wind direction.

I checked the oil level. It was OK. Oil looked good. After about 3 hours we headed back to Kent Narrows. All seemed OK and the engine performed fine. The oil light continued to indicate a problem once in a while but all else seemed OK. I assumed (???) that there was a problem with the sender. After about 45 minutes the engine started to falter again. We shut the engine down and sailed for an hour (heading N with wind from the N and again had a %@ schedule concern).

After an hour of sailing we started the engine again and were able to power gently the rest of the way home (about 45 minutes).

The next morning I started the engine and it started fine. I only ran it for about 5 minutes (too hot to heat everything up again). The oil pressure light did not come on.

Luckily, before I went further I contacted Westerbeke. Joe Joyce emailed me back...

"I suspect the oil pressure switch on the engine (pn#037323). This switch is located next to the oil filter and has two push on spade connections. When you changed the oil filter you might have disturbed one of these connections or the switch itself is intermittently faulty. The switch has two functions with the engine running. 1. Activates the low oil pressure alarm should oil pressure fall below 10 – 5 psi. 2. Supplies DC power to the electric fuel pump. If the contacts open with the engine running your low oil pressure alarm will activate and there will be no DC power to the electric fuel pump. The engine may run for a while with the pump not running, but sooner or later the engine will sputter, rpm will fall/rise and it may shut down or just loose power."



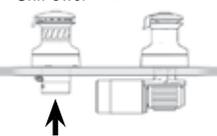
IF I HAD READ THE MANUAL MORE CAREFULLY I WOULD HAVE KNOWN THIS INTERLOCK. I looked for fuel problems but had not gotten to the electric fuel pump yet and it would have been a while before I got to the oil pressure switch. The one spade on the switch had broken off and so the switch was open (I believe that it was actually held in place by wiring at times so it was an intermittent problem). I now carry a spare switch and will check this sooner when I run into the engine faltering that makes it seem like a fuel supply problem. *—Dan Bliss, C400 Brunelle #106*

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Catalina 38



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Chain Plates

I think I am going to buy a second Catalina 38 just for the purpose of working on it. I don't intend to ever sail it, I'll use *Peregrine* for sailing. I think with a second project boat always in a state of unsailability (I know it's not a real word) the wind will always be blowing. Ok, this might be a bit overboard (my wife thinks it is), but it seems every time I start a major project on *Peregrine*... the winds are perfect! For example, it's the end of the sailing season up here in the Northwest and before the rain started I figured it was as good of a time as any to seal the starboard side chain plates. Almost to the minute that I had the standing rigging disconnected, the wind started to blow a nice 10-12 knots from the north and a comfortable 75 degrees! It continued to blow for the next four days as I worked on my boat... ending just as I got her all put together! Sigh.

Last year about his time I sealed the port side chain plates. In the past I would pull off the chain plate cover and scrape out as much sealant as I could, clean them up as best as I could and then squirt as much sealant in as possible. This usually worked until we went sailing and the plates would quickly begin to weep... then seep and then run. And then before winter I would go out with a tube of silicone and seal up the outside and keep my fingers crossed that I would have a dry boat come Spring. Every year about mid way through the rainy season, the top of the bulkheads would start to show signs of dampness and my varnish in those areas would begin to fail. This of course seems to be the plight of most boat owners as their boats wear and age, but there has to be a better way!

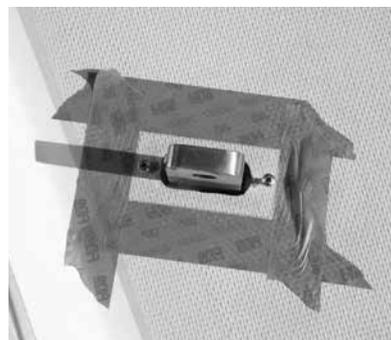
Unlike my idea of ensuring good winds, I think I may have found a better way that won't land me in the proverbial doghouse with my wife! I do believe I have fixed this problem on a more long term basis. What I found when I removed the rigging and chain plate covers is that the cutouts for the

chain plates in many cases left no room between the deck and the chain plate on one side or the other making it nearly if not impossible to get any sealant in between the two. My shipyard suggested that I remove the chain plates and open up the cutouts to allow at a minimum a 1/8th of an inch clearance on all sides. So far my port side repair done last year has shown no sign of moisture on any of the three chain plates.

The project goes something like this:

I started with obviously removing the standing rigging, loosening each side equally until I was able to remove all the rigging on the starboard side. I ran all my halyards to the rail to give the mast some stability while the rigging was down. After removal of the chain plate covers, its down below to start the process of removing the chain plates themselves. The forward lower located in the hanging locker is secured to the deck with two bolts and then tied to the hull with wire, it removes easily enough. The uppers are also easy to remove, with bolts through the bulkhead and access to the nuts in the hanging locker. The bottom nut is covered in fiberglass and not wanting to deal with the mess of cutting the glass out especially as near to the hull as it is (buy me a beer sometime and I'll tell you about the time I drilled through the sole and then through the hull, suggestion.....in your spares keep a very long large sized screw). Rather than re-living that nightmare, I decided to try unscrewing the screw and leaving the nut encased in the fiberglass, I had to use a crescent wrench in order to turn the screwdriver at first but it works. The nut and lock washer remained in place and it went back together easily.

The aft lowers are a bit more challenging as you have to remove the cabinetry, shelves and unsecure the chain plate from the bulkhead. You also have to remove the bulkhead. Removing the cabinetry requires a sheetrock screw. You screw the sheet rock screw into the teak plug and in some cases depending how much glue was used to secure them they will back right out, in others they split and you need to chisel them out with a screwdriver tip or other instrument of your choice. The frame for the cabinetry is also secured from inside the hanging locker with two or three wood screws. Before removing the chain plates I marked each one where the clearance with the deck was inadequate to allow sealant to fill between the two (remember 1/8th inch minimum) drew a mark and then removed the chain plates. I used a dremmel tool to open the cut-



outs, and a round sanding drum worked nicely once you get the feel for using it to make a straight line. Dry assemble the chain plates to check your clearances, I did this a few times until I was happy with the cutouts.

One thing I noticed when everything was torn apart was that some of the holes for the cover plates were angled to such a degree that the bottom of the threads poked through into the cutout for the chain plate, creating an instant leak path. To correct this, I taped up the area that the threads poked through and filled all of the holes with epoxy as well as painting epoxy on the inside of the cutout. This will provide a water barrier when you put everything back together.

One problem with opening up the cutouts is that once you do this to get the desired margin, your old chain plate covers may cover the larger hole. The holes for the screws also may be too close or even in the new cutout. I made three, larger cover plates, two for the uppers and one for the starboard aft lowers. They were made from the same thickness of stainless but are longer and wider so the screws could be moved further out from the chain plate. This not only solves the problem of the screws invading the cutout but also gives you more sealant on the deck under the covers to help keep out water. I only wish I had decided ahead of time to replace all the cover plates with wider ones rather than just the problem holes.



After I finished the project and stood there admiring my work I was hit with a "Homer Simpson" moment! Doooooh! I should have done what Don Casey suggests, over drill the holes, fill them with epoxy and then drill new holes for the cover plate screws into the epoxy. This will eliminate any water getting into the core.

Some additional things I learned that made the job better.

Sealing the chain plates is easy enough if you leave your sealant tube in the sun and let it warm up as it is a little bit more viscous and more easily fills the voids. Also, a piece of wire or other thin instrument helps to get the bubbles out and the sealant to settle when you are filling the void. Top your seal off again, and liberally apply more on the deck, then screw down the cover plate. Make sure when passing the bolts through the deck that you gently screw them down



through the sealant and then apply sealant under the head of the bolt and screws. Let your sealant set before finally tightening down the screws. To aid in clean up I dry fitted the cover plates and traced around them with a pencil. I then laid blue tape so that clean up was easier. For the uppers, you will need to use modeling clay to plug the area between the chain plate and the liner. I needed to do it for the forwards as I was surprised to look up and see daylight where the chain plate did not cover the entire cutout as it does on the aft lowers.

Things that you do not want to do are:

Do not use epoxy to seal your chain plates! I read on another board where someone suggested this. The problem is that epoxy is rigid and does not flex believe it or not but our decks and chain plates do move around when loaded up. Once this epoxy seal fails you will be hard pressed to remove it and do it over again. Don't use a "permanent" sealant such as 5200 for the same reasons you don't use epoxy. I used Sikaflex 4200 because it is relatively easy to remove with acetone or 3M adhesive remover and some elbow grease.

Maybe my wife is right and rather than buying another boat to fool the weather gods, I find ways to take the "down time" out of my sailing calendar! But..... having TWO C38s does sound like fun and I it would give me a place to stay when she kicks me out of the house! Hmmm.

Catalina 380/387/390



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Catalina 380/390 Refrigeration Upgrade

Ruste Nayle (C380 #6) has provided us with many days of enjoyable cruising on the Chesapeake Bay during our 12 years of ownership, but we have never been completely satisfied with the refrigeration system. Our two issues include: 1) Poor insulation around the refrigeration box. This is a well known problem for early model C380s and a fix is well documented in previous *Mainsheet* articles and on the C380 Tech Resource CD. 2) Lack of a freezer bin inside the fridge box. The refrigeration system installed on *Ruste Nayle* was an Adler

Barbour (AB) Power Plate (cold plate) system that provided cooling for the entire box, but did not incorporate a separate freezer section. For many years my lengthy "To-Do" list included the task of adding insulation to the box to improve efficiency to combat our hot summer days when stressed to its limit. The addition of a freezer bin inside the fridge was on the list to be addressed whenever replacement refrigeration might be required due to a hard failure. During this past Winter layup, the task to add insulation finally rose to the top of the "To-Do" list. Before beginning the project, I did some research on refrigeration systems and quickly convinced myself that this would be a good time to upgrade my 16 year old refrigeration system with some newer technology, even though the original system was still somewhat functional. After recovery of the R-134a refrigerant I removed the old AB system components and became committed to proceeding with the insulation project and installation of a new refrigeration system.

I followed the procedures outlined in the C380 Tech Resource CD for the insulation project, so the remainder of this article will focus on my experience with selecting and installing the new refrigeration system. One note of caution about the insulation project is to be more careful than I was about over

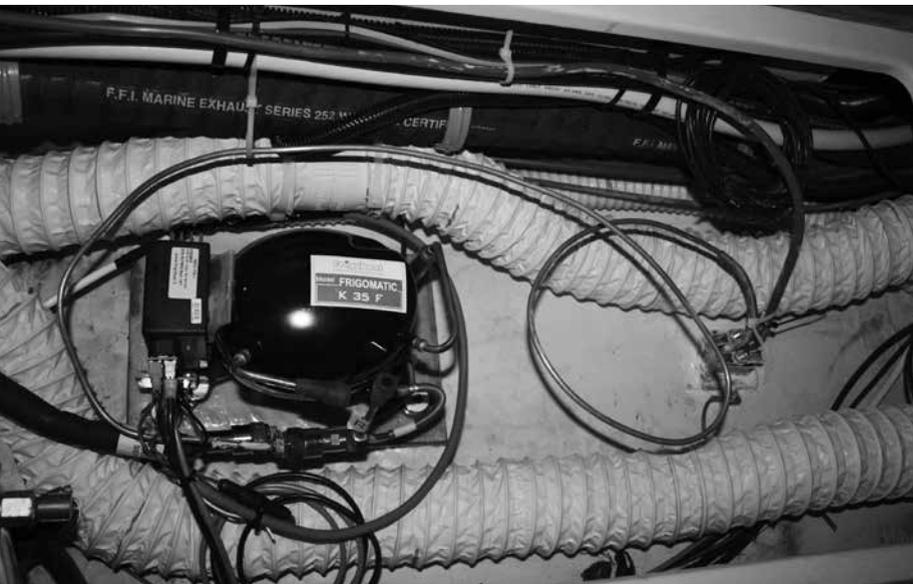
filling the void spaces with the pressurized expanding foam. I managed to over fill one side, causing a significant bulge in the sidewall, which I rectified by cutting out a panel, removing foam material, and then fiber glassing the panel back in place. I disguised my error somewhat with a coat of epoxy paint.

Choosing the System

My basic requirements for the new system included do-it-yourself installation, efficient operation (i.e. low battery drain), enough freezer space to freeze a few steaks and make ice cubes, relocate the compressor to a different location, and good tech support. After doing some research and getting favorable testimony from some fellow sailors, I chose to go with a Frigoboat Keel Cooler system. This system caters to the do-it-yourselfer and comes pre-charged with stainless-steel connectors and O-ring seals for easy connect/disconnect without loss of refrigerant.

There are several component options to choose from when designing the system to meet your specific needs (i.e. compressor size, keel cooler style, evaporator size & style, thermostat and speed controls). Details of the options available are best described by reviewing the Frigoboat web site at www.frigoboat.com. My final choice of system components and rationale included the following:

1. K35 compressor with the Merlin smart speed controller option. The more powerful K50 compressor unit was only



about \$100 more than the K35; however, for our modest size refer box (less than 7 cubic feet) the more efficient K35 seems more than adequate, especially since I was adding insulation to the fridge box. The smart speed controller option provides equipment protection and energy savings by automatically ramping up the compressor speed during start-up, and by adjusting speed during operation for optimum efficiency based on thermostat settings, ambient conditions, and load.

2. Studs mounted keel cooler with zincs. Since my boat does not have a bonding system installed, I chose the keel cooler with zincs rather than without zincs. The stud mounting version was chosen for ease of installation.

3. Vertical mounted 340B evaporator (freezer bin). The evaporator bins are offered in a variety of sizes for either vertical or horizontal installation. I chose the large vertical 340B evaporator bin (15w x 11.5h x 6d) because it fit nicely on the back side of the upper portion of the refer box for easy access from the top fridge opening, leaving the front and entire bottom of the fridge available for refrigerator items. Based on the overall size of our fridge box, the smaller evaporator bin was recommended as a

better match, but we wanted the bigger bin. Frigoboat tech support advised that I may have trouble maintaining a constant freeze inside the larger bin due to the relatively small size of the overall fridge box that is being cooled to a set temperature (normally 40 degrees). Without switching to the smaller evaporator bin, the recommended approach is to add a layer of stick-on insulation to the bin to contain the freezing temperature inside the bin.

4. Guardian digital thermostat with speed control and fault diagnostics LED. This digital control panel is necessary to operate the smart speed controller option that I chose for the compressor. The automatic speed control mode of operation will take advantage of controller algorithms to optimize efficiency by adjusting compressor speed and cycle-time based on the selected temperature set point, ambient conditions, and fridge usage or load. The speed control can also be operated in a manual mode so that the user can set the compressor speed to meet specific requirements, such as very slow speed when just trying to maintain the current temperature, or higher speed when a quicker cool down is desired after adding warm items to the fridge.

Installation and Location

My next step was to consider location and mounting techniques for each of the components:

1. I already knew that I wanted to mount the compressor in a different location than the original AB system, which was located at the very bottom of the deep port aft cockpit locker. Since this locker was often full of fenders, lines, cushions, etc., I'm sure that the fan cooled AB compressor never had a chance to breathe/cool properly, thus contributing to poor performance of the system. Although the keel cooled compressor does not have a fan that needs breathing room like an air cooled system, I still wanted to mount it in a more accessible area. Part of the consideration for location was that the thru-hull for mounting the bronze keel cooler device needed to be within 5 feet of the compressor. A perfect location turned out to be in the center compartment underneath the main cabin berth (see picture). I glassed in a block of wood to make a level mounting surface for the compressor a couple of feet behind the muffler.

2. A couple more feet back from the compressor I had the pleasure of drilling a 1 1/2 inch hole through the bottom of the boat to mount the keel cooler and seal it with 3M-4200. Externally, this put the bronze keel cooler at a protected location that is about half way between the shaft strut and the forward edge of the rudder. This location may not work well for the C387 fleet since their hull, power train, and rudder are a different design. Sorry, forgot to take an outside picture of the keel cooler location before launch.

3. As stated earlier, I chose to mount the large size vertical evaporator box on the back side of the top section of the fridge (see picture). Since the back side of the fridge is slanted, I added a furring strip of starboard under the top surface to provide solid attachment points for the top of the freezer box. The bottom of the freezer box is mounted to the backside of the fridge with the provided screws and short standoff spacers to allow room for air circulation and copper tubing coiled behind the bin. As seen in the photo, the top of the freezer bin is slightly obstructed, but there is still plenty of room for access. The bottom of the bin is about 1/2 inch above the removable shelf that divides the top and bottom of the fridge box. In order to run the copper tubing from the evaporator to the new location of the compressor, I considered three options. One option was to run the tubing all the way





to the back of the boat along the same path as the original AB system, and then come back along the centerline under the main cabin berth to the new compressor location. This route would require the addition of copper tube extensions at additional cost and added reliability risk with more tube connections. It would also be problematic in the area behind the fridge due to interference with the expanding foam insulation project. Another option was to run the tubing on a more direct route to the compressor by going behind and under the fridge and then under the flooring into the center space under the main cabin berth. This could be done without the need for tubing extensions, but it would also be problematic with the fridge insulation project. The final chosen option was to plug the existing hole through the back of the fridge and drill a new exit hole through the side next to the stove. I fit a piece of PVC in hole to dress it up and to provide space to stuff some insulation and plumbers putty to seal it up around the tubing. After exiting the fridge, the tubing passes through the bottom of the stove area and under the floor for an easy run back to the compressor and keel cooler in the center compartment under the main cabin berth. For added protection, I sliced a length of white plastic bilge hose lengthwise and fit it around the portion of tubing that was exposed behind the stove (see picture). This tube routing option has no impact on the insulation project, does not require tube extensions, and provides for easy removal at a later time if necessary. All copper tube connections to the compressor and keel cooler are readily accessible in the center compartment under the main cabin berth.

4. The Guardian digital thermostat control panel has a 10 ft lead on its temperature probe to allow for flexibility of

installation; however, my preferred location was just a few inches from the fridge (see picture). The galley wall just aft of the fridge already has electrical outlets through mounted into the port aft closet area, so I just added one more cut-out for the Guardian. A small hole through the wall of the fridge provides a path for the thermostat wire from the Guardian control panel into the fridge box. I mounted the temperature probe near the front middle area of the fridge box.

Installation was completed by making the straightforward electrical connections for the compressor and Guardian control panel. I also secured the copper tubing at tactical positions to ensure that it was clear of interference and free from vibration.

Operation and Performance

In order to verify proper operation of the system, I had a local marine refrigeration engineer measure and record the fridge and evaporator bin temperatures over a 24 hour period. A hard copy print out of the results was provided. I did this test without the additional stick-on insulation on the evaporator bin as discussed previously. With the Guardian controller set at 39 degrees and a 2 degree differential, the fridge temperature cycled reliably between 39 and 41 degrees for the 24 hour period. These are the temperature set points that determine the start and stop times for the compressor. As discussed before, the speed of the compressor during each cycle is determined by algorithms in the smart speed controller. During these cycles, the temperature in the evaporator box (freezer) consistently cycled to a low of 3 degrees during the cooling cycle (compressor on) and a high of 29 degrees during the rest period (compressor off). This performance seems to indicate that the

addition of insulation to the evaporator box would not be required; however, after wrapping 3 sides of the evaporator box with the stick-on insulation (see picture), the high temperature point of the freezer was brought down to about 23 degrees, so we are leaving the insulation on. The system performed flawlessly during our recent 10 day cruise. We primarily operated the system in the automatic speed mode. Our frozen foods stayed frozen, and we were able to make more than enough ice cubes each day to satisfy happy hour. Even though we lost some fridge space to mount the evaporator bin, we actually gained useable space since we no longer had to carry a bulky bag of ice cubes. The drain on the battery is extremely low compared to my previous system. When the compressor is running, the maximum current I observed was 3.4 amps whenever warm foods were put into the box and/or the compressor was manually set to its highest speed. Most of the time when the fridge was not in heavy use, the current draw during the compressor on cycle was much less due to lower compressor speeds. We were unable to detect any compressor noise during the night, even though we were sleeping right on top of the compressor location. The compressor was probably running at its slowest speed during the night when the fridge load is lightest. We are extremely happy with our new refrigeration system and it meets our primary needs for cruising on the Chesapeake Bay. Based on performance specifications and our limited experience, this keel cooler system seems like a good candidate for those who are doing long range cruising and living off the grid for extended periods of time.

Full Disclosure

During my initial trials of determining the best way to rout the copper tubing, I managed to get a tube jammed in something behind the fridge box and pierced the line, thus losing the refrigerant charge. All attempts to retrieve the tubing failed, so I ended up cutting the line to the evaporator and replacing it. This was a costly error that could have been avoided had I thought about my eventual route (behind the stove) first. I gave some serious thought to becoming a do-it-yourself refrigeration engineer to save some money on evacuating and recharging the system. Since the likelihood of doing this again is near zero, I reluctantly decided to not press my luck and left that job to someone with experience. —Rod Schroeder, Ruste Nayle (C380 #6)

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C36 Pre MK II

As often as not I have had little input of articles for our publication and have resorted to brow beating submissions out of my constituents or plagiarizing technical articles from some other publications. I decided to take matters into my own hands and submit an article myself. The article highlighted my replacement of the cabin windows on my boat. Four days after completing this diatribe, proving no good deed goes unpunished or when it rains it pours, I received a submission from Nelson Lee on, you guessed it, replacing cabin windows. Nelson did a great job on this and the pictures are better, and looking at his boat these pictures show me I have a bit more cosmetic work to do to catch up with him. Lauren and I discussed the dual articles and elected to run both to give two perspectives on the same subject. Nelson, thank you again for your contribution, nice job.

My saltwater time has been drastically reduced by initially angst about a downturn in my business, causing me to wonder if I will be able to keep my boat. This changed to running flat out with all hands on deck with more work than we can handle through the end of the year, certainly the better of the two evils. I prefer consistency but I will take consistent work over the alternative. Now it

looks like the boat budget is safe, I just have no time to use it. Workload at home too went off the hook, my wife insisted that WE paint the house, SHE bought the paint. Like the boat this task was akin to peeling an onion as it revealed other needed repairs, some termite damage, new gutters, new trim, deck repair and reseal etc. I figure I should be able to get some sailing time in again in November 2013.

What boat time I did have was more often maintenance days than sailing days. We did have a great trip with the Fleet 9 group up the Petaluma River over Labor Day weekend.

This involved a bit of calamity on the return leg with a fuel pump failure that one: created some nervous moments in a narrow channel and two: made for record slow return home down the Oakland Estuary. With the wind near zero it took nearly five hours to make the four miles from the Estuary entrance to our berth in Grand Marina, this five hours included being towed by a much smaller vessel for a mile of the trip before they ran out of gas. We arrived back in our slip at 1:30 AM, I will be reevaluating the cost of towing service for the future. It was not like this event generated any type of emergency, we still had plenty of beer and my crew remained positive (that we may never get back).

Just as a note, I will likely be putting together a technical article regarding electric fuel pump replacement very soon so others may contribute their articles on this subject and we can have a run off for

the best submission. As always points will be given for flowery language and 8x10 colored glossies.

Until then dress warm and go sailing.
–Steve

Window replacement on a 1988 MKI

One of the projects that has long been on my maintenance list was replacing the badly crazed windows and port lens on my boat, a 1988 C36MKI. This item was on my list when I first purchased the boat six years ago, the cabin windows looked like security glass back then and they have not improved with age. In the marina they negated the need for curtains as looking through them from the outside at night was like looking through a kaleidoscope, the view out was not that pleasing, but when sailing I spent little time below looking out.

I went to the boat a week ago, replaced some of the cars/slugs on the main sail, and the project went so well I finished early and decided to jump into the window project. I had looked at the windows from Cruising Concepts and honestly was turned off by the pictures on their website, they tout their window option as replacement for the earlier framed C36 windows. The picture shows the windows installed with a fair amount of distortion seen in them and I did not want that (more on what I think causes that later). I priced replacement from Catalina, the price was not bad but their lead-time was longer than my patience. I chose instead to remove two



1988 C36 window replacement

of my windows from the port side to take to a local plastics house (Tap Plastics) as templates with the hope of having them made while I wait. Of course I did not get them out and to Tap until an hour prior to their closing, and that they were unable to complete the job until July 3rd made for an extra trip to their store, but oh well. After they traced the shapes for templates, I took the old window back and temporarily reinstalled them with just the original screws.

I picked up the new windows on the 3rd and spent the night on the boat to get an early start on the 4th. I had ordered the sealant, Dow 795 Black from McMaster Carr after trying to find it locally. Catalina's price was not bad on this but the overnight shipping would have been more than the sealant and I was running out of time. Upon arising in the morning and infusing myself with a decent amount of black coffee, I jumped into my project.

Task one: remove the starboard side windows; the bulk of the sealant holding the windows in place is inch and a half band between the window and the cabin house frame. I used a sharp rigging knife. To ease this part of the task use a 50/50 mixture of dish soap and water, dip the knife in this regularly to keep the blade slick, and this part of the project goes much easier. Once you have cut this seal all the way around, go outside the boat and make an inward cut around the perimeter of the window and you are ready to pry the window out.

Now the fun starts, scraping the old sealant off the window frame. The secret to success in this endeavor is a good tool. In my industry we change out a fair number of aircraft windows that are often installed in the same manner as our boats windows, the sealant used on aircraft is tougher and far more expensive than Dow 795.



In Editor Steve Frost's industry, swapping out aircraft windows is similar to boats

The tool we use for scraping sealant is made from sections cut out of the old windows and shaped to make a scraper. The benefit is that the hard acrylic material is strong enough to cut the sealant, but soft enough it will not damage the aircraft structure we are scraping, or in this case the fiberglass frame on the boat.

If you have a store like Tap Plastics in your area they can probably make you one of these out of scrap 1/2 inch acrylic sheet.



Old windows cut to make a scraper



A clean surface is your best defense against leaky windows.

Now that your surface is prepped you are ready to fit the windows. If you have had your window fabricated as I did they will have cut a bevel on the side that fits against the cabin frame. Be advised this will be as sharp as glass and there are some fresh bloodstains in my cockpit to prove it. Take some sand paper and lightly sand the edges down to dull this hazard, you also want to do this to reduce the chance of cracks starting from this sharp edge and progressing into the pain after installation. I tried to remove the protective paper from the acrylic back far enough for a good bond leaving some paper in place to protect the window during installation. I did not want to use any sharp tools to cut the paper and risk scratching the glass. In the end this did not work and I removed all the paper prior to installation. I verified the fit on all windows and started the install after masking around the inside and outside area of the frame.



Mask around the inside and outside of frame

Now for the theory on distortion on these windows, I had input from a couple neighbors regarding this. Chris when he installed his used bracing from the toe rail to the window to apply pressure. Another C36 owner Jeff speculated that he would either bolt two by fours to the side of the house over the window while the sealant cures or hire tug boats to stand alongside applying pressure. I believe this fear of the window wanting to jump out of the frames may cause distortion issues as you can apply enough force to distort the window while the sealant cures. I found that with the Dow 795, the technique should be to lay a 3/8-1/2 inch bead of sealant down on the center of the frame evenly all the way around, center the window and press it against the sealant. Once this is pressed in place the sealant creates a strong enough bond you would need to pry the window back out of the frame to break it loose. The window is flexible enough and cabin curvature so slight that there is little need for great pressure to be applied. I did find the corners lifted a bit on my installation, but it does not take a great deal of pressure to keep them in place, sand bags against a wooden block at the corners would do. Too much force and you will distort the window.

Once the window is in place you need to apply more pressure to squeeze the sealant into the corners and out the edge slightly. I found this took more pressure than I thought, but I used only about a quarter inch bead of sealant and needed to press quite hard to get this to fill the area on the frame. What worked well for me was the hard plastic end of a large screwdriver. The plastic will not damage the acrylic and it allowed me to put a fair amount of force on the window to squeeze out the sealant. You will want to sight through the window and see that the sealant spreads fully across the band on the frame and out the edge slightly, if you do not do this you will see the gaps in this band after the sealant cures and your friend will talk about your poor technique. (I only had a couple very little ones). Cleaning and trimming takes some time, Dow 795 is a silicone base sealant, and it cleans up well with 409 or Simple Green. A soft plastic kitchen scrub pad a Tuffy, not a scouring pad and 409 are good for removing sealant from smooth surfaces even the windows. Leveling out the sealant can be done using a wet finger or an ice cube works well as a finishing trowel.

Let the sealant cure and you are done. After the sealant cures a good tool for trimming off excess sealant is a credit card, I used a maxed out one, it is firm



Great view of palm trees

enough to scrape the sealant but will not scratch the window. I'm amazed at how nice the view is looking outside now. I see that there are palm trees and houses next to our marina.

A word to the wise, I jumped into this project with optimism thinking I could whip it out in a day. I was right but it was a long day, I started at 8:30 in the morning, did not start the installation of the first window until 3:30 PM and finished at 10:30. This was going without breaks other than ten minutes to wolf down a sandwich. By the end of the day my hands were cramping to the point of not being able to grasp tools. I had sealant everywhere, someone looking at me may have thought I was building my own wet suit out of sealant. Trimming the windows is far easier in the daylight, I spent the night aboard and finished cleaning up the mess in the morning when I found many areas that I failed to clean the night before. 409 and a scrub brush worked well on the areas where I had tracked sealant onto the nonskid. If you plan this job to be done in a day it would be best to have two people working the task. I used rubber gloves when working with the sealant but some heavier gloves should have been worn during the scraping process. Kneepads too would have lessened my pain the following day as my knees both had blisters on them from kneeling on the non-skid all day. After my body recovered from this task the view was quite rewarding.
—Steve Frost

Window replacement on a 1991 MKI

I would add a few comments to Steve's excellent description of this task. Like Steve, I had windows on my 1991 C36 that effectively looked like frosted windows in a truck stop restroom. In fact, I think we lived with these so long that we forgot that they were actually supposed to be transparent! Just to point out that the windows on my boat are recessed, and do not utilize the aluminum frame on the outside of the cabin that are standard on some of the older C36 boats. The process for windows



"We can see the outside world!" - 1991 C36 window replacement



with the outside aluminum frames is somewhat different.

I bought replacement windows from Cruising Concepts. They are tinted acrylic. They also supply the Corning 795 sealant, and instructions. The windows fit perfectly. A few tips and suggestions, based on instructions and advice from Cruising Concepts and my own experience: I purchased some putty knives, from stiff to flexible, as well as a Stanley knife, exacto knives and razor blade tools. I rounded the edges of the putty knives with a metal file, to prevent gouging of the gelcoat. Because of the recessed frames, there is no way to open up the windows from the outside without damaging the gelcoat. First, I removed the screws on the outside; they basically fell out, telling you that they were contributing little to the adhesion of the window. On the inside of the boat I installed plastic sheets to contain the falling material. Simulating what Steve did much more expertly, working on the inside of the boat I used a stiff putty knife and worked around the side and top edges of each of the windows, inch by inch, to break the bond of the sealant. I used wood shims to open up gaps to the outside and keep them open as I continued opening up the window. Having pried open up three sides, I could grab

the window from inside of the boat and, rocking it, break the bottom seal.

The real work here is getting the old sealant off. Like most boat and household projects, prepping the surface is the key. There is a reason these windows have not leaked in 20 years—they were well sealed! Steve's experience and technique is superior to mine, but we ended up in the same place. I used my array of putty knives, a Stanley blade and razor blades, and good old fingernails, to remove the sealant. There is no shortcut on this step, sorry to report. Some knee pads here are real useful, believe me. To remove the final residue I ended up using Goo-Gone, and scraping with a putty knife. The goal is to get the gelcoat frame of the window clean, and without gouging the gelcoat. Well, I got it clean, but the gelcoat got scratched up a bit. After removing all of the old sealant, I cleaned up the frame with denatured alcohol, and then acetone. I don't think that having some scratching on the gelcoat matters too much, because that gelcoat is now slathered with black sealant, and someone else, many years from now, will deal with the next repair.

The installation thereafter went relatively smoothly. It is not necessary to use any screws from the exterior. The instructions from Cruising Concepts called for inadequate amounts of the Corning sealant. After doing the first window I spoke to them, and learned that more sealant is better. On the remaining three windows I applied more sealant. The technique is to apply a layer of sealant on the exterior frame of the window (the boat, not the window), to make sure there is no white gelcoat visible. Then I put a bead, perhaps a 3/8

bead, about ¼ inch in from the edge of the interior side of the window itself, and set the window. I experienced the window pulling away at the corners and, as advised by Cruising Concepts, I used some 1 x 2 material, one end notched and wedged against the lifelines, and the other end wedged against some 1x2 on the window, to keep pressure on the corners, and to keep them flush against the exterior of the coach. I am sure there are other ways of doing this. After 4 hours they were in there to stay! I filled the gaps around the windows by taping them off with masking tape, laying down a bead of sealant, and smoothing it out with your ole finger. Then remove the tape.

The Corning 795 is pretty easy to work with and to clean up. But be prepared for some mess. I cannot believe that Steve did this in a long day—awesome! I spread this out over about four days. The results are astounding. We actually have windows down below from which we can see the outside world. Who knew what we were missing! This is a hard job, but if I can do it, it is clearly within the expertise of most of our members. —Nelson Lee

Note from Catalina Yachts:

1. The primary cause of crazing of acrylics is cleaning with high alkali materials such as ammonia which is contained in Windex and 409. Just one application starts the crazing process.

2. When installing new acrylic it is important to sand the acrylic and fiberglass and clean it carefully.

3. Use black double faced foam tape cut to 3/8 in. x 1/8 in. squares every 6 in. to maintain a constant thickness of Dow 795 after curing. —Gerry Douglas

Let's Get Belted!

It's good to commune with your engine every so often. Yogi Berra said that you can see a lot just by looking. He must have been talking to boat owners because this little warning message is a bit subtle in the semi-dark confines of the engine compartment.



Raw water pump alternator belt with a few teeth missing.

The raw water pump alternator belt picture says it all. The belt was about 3-4 years old but seemed in good shape. During one of my "engine contemplation sessions" this winter, I noticed that the belt was in need of dentures since it had a few teeth missing.

The part number for the raw water/alternator belt on a Catalina 36 (MKII) Universal Diesel M35BC is - XL 7395 manufactured by Gates Rubber. I got the replacement at a NAPA store for about half of the so-called factory part. Buy two so you've got a spare - about \$12 each. Sure beats getting towed! —Bruce Landsberg

Your Onboard Toolbox

How many hands are required to replace your alternator belt and tighten it properly?

If your arrangement is anything like that on our Catalina 36, then the answer is at least three. One or two for the big

wrench, a big screwdriver or crowbar needed to 'lever down' the alternator, thus putting tension on the new belt. And one or two (two in our case) to tighten the bolt and nut at each end of the alternator housing.

That is not a problem if you are at the dock or at anchor and two crew members are available to contribute one or two hands each (minimum of three in our case). However, if you are underway, in a narrow channel, with rough seas, high winds and a broken alternator belt... ergo no engine... someone must be at the helm to sail the boat and avoid further disaster. If you are only a crew of two, then only two hands are available down below to install and properly tension the new alternator belt, which will stretch during its first use anyway! NOTE: Dottie was the hero in these circumstances. That's another story.

The answer to your plight? The "Belt Tension Jack" (pictured) from MSC Industrial Supply Co, Jonestown, PA. Customer service number: 800-645-7270. Or, online MSCdirect.com, catalog number 35438209. Cost: about \$18, plus shipping and tax. Plan on about \$31 total. Expensive for a tool that you would rarely use? Might seem that way until you are down below with no extra hands and enduring extreme conditions requiring your only other crew member to remain at the helm!



Jack and two extension pieces

Using it is simple: first, loosen your alternator housing and bracket. Then slip on the new belt (you do keep AT LEAST one spare on board, don't you?). Place the Belt Tension Jack between two belt wheels and expand it with a wrench like a turnbuckle. With the belt properly tensioned and Jack still in place, use TWO hands to tighten the alternator housing and bracket. Voila!! Belt replaced and tensioned, with only two hands, in five minutes.

What can be better than this? The next time you are fiddling with your engine (changing oil or whatever) experiment to determine what wrench sizes you need for the job described above. Write them down on a 3 x 5 and slip that in the baggie in which you store

CAUTION

**DO NOT USE CHEMICAL CLEANERS SUCH AS ACETONE OR M.E.K. OR HIGH ALKALI CLEANERS SUCH AS WINDEX OR OTHER PRODUCTS CONTAINING AMMONIA ON A PLASTIC PORTS AND HATCHES
DAMAGE WILL RESULT**

Recommended care of acrylic and lexan hatches and port lights:

- Wash with mild soap & lukewarm water.
- Polish with a mild non abrasive automobile polish.
- Scratches may be removed or minimized by using a mild automobile polish such as:

Johnson's Paste Wax or Mirro Glaze Plastic Polish

9/12/2012

your new Belt Jack. Then, when in dire straits, you pull out the new belt and the Belt Jack from your tool box, you will immediately know what wrenches to grab also! *—Brian Giersch*

C375

Three Improvements to the Shower

Increasing Shower Space with Rod Upgrade

We almost purchased a used 2003 C387 that was in superb condition, trite to say it but really “like new.” The cabin layout was not really to our liking but the biggest obstacle for us was how tiny the shower was. Our previous 33' boat (another brand) had a very generous shower area and we rarely, if ever, used a marina shower; we were spoiled.

After attending practically every Annapolis sailboat show over the past 30 years we had difficulty finding a larger boat, new or used, that met our needs and desires. The C375 was a hit but it too had a small shower, albeit larger than the C387 but nevertheless smaller than we desired and what we were used to.

The C375 shower was really too tight a fit, with the shower curtain drawn, to turn around comfortably to wash one's back. The rest of the C375 was so well designed that we decided we could live with the tight quarters of the shower.

Never one to settle for a shortcoming, I borrowed an idea that everyone who has stayed in a motel recently has seen: a large radius shower curtain rod. I looked into the possibility of increasing

Never one to settle for a shortcoming, I borrowed an idea that everyone who has stayed in a motel recently has seen: a large radius shower curtain rod.

the radius of the shower curtain rod on the C375.

The solution was really quite simple once I had the idea. I visited Ashley Welding in Edenton, NC, a company with a great reputation and one that provides stainless steel products for numerous boat builders in the Edenton area.

I took the existing shower curtain rod off the boat and over to Ashley Welding. My instructions were to make a rod with a larger radius than the existing rod. I drew a specific outline on a piece of cardboard. The trick was that each rod end had to match the existing positions of the existing rod exactly in order to fit into the existing female mounts on the shower walls. This would avoid drilling new holes or remounting the mounting bases.

A problem: they could not bend a stainless steel rod in such a fashion. I then suggested instead of using a rod, why not use a stainless steel bar? They

agreed and the pictures tell the rest of the story.

How would the shower curtain remain inside the molded shower tray below now that the curtain rod radius exceeded the shower tray radius? Simple, I took the shower curtain to our sewing machine and hemmed the bottom in so that it is tapered at the bottom. This worked flawlessly. It is larger at the top and narrower at the bottom, which funnels the water into the shower tray on the floor. My knees don't need as much room as my shoulders.

You may see this on other Catalina models and the modification should work on any sailboat shower.

Had I to do over again, I might be even more aggressive with the radius but it works pretty well and I can turn around in the shower with little difficulty. We rarely, if ever, use a marina shower. *—(Jock) Robert Muir*

Upgrading Shower Head and Adding a Mirror

I'm always interested to see what changes or enhancements other owners have made to their C375s. Here are a couple that I don't recall seeing before. Since I own hull #10, some of these changes may have been included in more recently made boats.

There are many options for showerheads available now. I believe they all use a common thread and screw onto the shower hose. We found this model with 5 different sprays at an RV store. I suggest selecting one that includes an On / Off flow switch to conserve water. After a long day of sailing, a nice hot shower massage really hits the spot.

My wife requested the addition of a mirror that is just long enough to provide a full-length view. I was able to order a plastic mirror from an auto glass company. I used standard mirror mounting hardware to attach it to the door to the V-berth.

An additional benefit is that now the two of us can get ready to go for dinner at the same time. *—Mark Getz*



Catalina 350



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Makani Kai

First, for the Winter (December) issue, I am resubmitting the two pictures of Rick Adlesic's table modification described in the Summer issue (sometimes when *Mainsheet* is "put to bed" some submitted material has to be cut....for which I apologize). Some of you emailed me and asked for the pictures....hopefully I got them to you.... and here they are for all to see.

In the Spring I hope to include another take on solving the slippery companionway step problem....and I'm thinking now I will write up my addition of bow (anchor locker) electrical hookups.... which have proven to be invaluable in my home marina as well as those we visit.

I'd like to reach out to Barry S. of *Honeymooner*.....I met Barry in Cape May this Summer, he was in transit to Annapolis where he was going to keep the boat. *Honeymooner* has one of the



Table moved forward – Notice the floor space



3 pedestals with 1 PVC leg

best, custom arches I have ever seen and I hope Barry could send some pics and a description to share with other owners.

How Do Our Boats "Ride"

This may be a topic that could be argued "mathematically" with LWL, beam, length/SA/displacement ratios....or, how flat do you have that "in-mast" main set to minimize rounding up and do you "reef" the main down to the top spreader when the wind tops 15 knots. I found another measure, let's call it the three dollar test. This Summer we took *Makani Kai* on our sail club's annual cruise. We hale from central coastal New Jersey so out Barnegat Inlet is de rigeur. South to Atlantic City, Cape May, Chesapeake and Delaware Canal, eastern shore of Maryland (Rock Hall for July 4th), Inner Harbor Baltimore and Annapolis (some also made it to St. Michaels, MD). In Baltimore, my wife purchased a bag of ice at the dock (for onboard libations)....\$2 for the bag...\$3 change from a five. Oh, good....small bills to tip dock boys at our next ports of call. We went to dinner in the "Little Italy" section of Baltimore and my wife couldn't find the \$3....oh well, must have fallen out of her pocket. Passage from Inner Harbor to Annapolis, two nights in Annapolis, heading home powersailing one day up the Chesapeake to Chesapeake City and the next day Delaware Bay to Cape May. If you are not familiar with Delaware bay, it can be boring and guaranteed to have currents that at some time during the day will both help and hinder; A nasty, short chop is common as well. Upon tying up at Cape May, my wife went to register and pay at the marina office while I got the shorepower hooked up and the A/C going. At our previous ports (e.g, Baltimore, Annapolis and Chesapeake City) I hooked the power up to our bow outlets (there's an article for another time) but in Cape May I had to push the dinghy (in its davits) away from the transom to access the stern electrical hookup and, lo and behold....there was my wife's \$3 sitting on the swim platform! Pretty nice riding boat that we didn't even lose three bucks off the "sugarscoop" in five days....three of which were underway.

Please send me any and all changes/modifications/fixes you have done to your 350s....you would be surprised what seems so small to one of us is the best thing since sliced bread to another.

Next is Mike Dwyer's gel coat repairs for those "dings" we get from our anchors.

To Gel Coat or not to Gel Coat

In my most difficult crossing of Lake Ontario in 25 years of sailing my new 44 lb. Delta anchor broke the bail on the anchor roller and began pounding on the bow as we crashed into the waves. For those not familiar with Great Lakes sailing, the sea state changes dramatically in 1 hour or less as the wind picks up, the waves are nearly square and generally have a separation of only 5 times their height. On that July day the wind was 15 then 20 knots with gusts to 35. Seas went from 2 to 5 feet and we were motor sailing into them to attend a family event - yes I know I should not follow a schedule when the weather does not cooperate - but anyway...

With all the noise and confusion it was a good 15-20 minutes from when the anchor broke lose until I realized the banging I heard was not the waves. I crawled forward and tied off the anchor while taking a couple of dips into the water as the bow crashed down. Later that day when we arrived at our home port in Sodus Point, NY I could see the ugly series of chips and dents in the gel coat and first layer of fiberglass in the bow.

I first considered having the repair work done by the local marine repair business but, after emails with Warren Pandy at Catalina and perusal of the gel coat repair videos and information on the web, I decided to do it myself. So here is the process:

First clean up the damaged area with 120 grit sandpaper and a dremel tool with a conical cutting bit. The objective here is to have a good but rough surface for the gel coat to bond to. Make sure the area that is damaged is always well taped off so that none of your "repair" efforts damage clean gel coat. I used the 3M Blue tape, but another 3M Smooth tape would work well too. Put at least 2 inches of tape around your repair area to keep it separated. If necessary, a two part filler can be used to fill large holes to within 1/4 to 1/8 inch of the ultimate surface. I did not have to do this but if you do, be careful you use only polyester based filler not epoxy based, gel coat does not adhere well to epoxy.

Next is the gel cost phase - this is the part I was not experienced with and was nervous about. I bought the complete repair kit from Evercoat to make sure I "did it right". The kit came with cleaner, gel coat, catalyst, 6 color additives, mixing materials and a spatula for

application. Follow the instructions on mixing the color to match your gel coat surface color first (I used only the white additive) then add the catalyst. Do relatively small areas as you only have 15 min. before the gel coat is too thick to use. I did one test section of about 1 by 3 inches then did two more sections a little larger. Spread the mixed gel coat with the spatula approximating the final surface – a little extra thickness is ok. Then – this is the critical step – cover it with the supplied clear mylar material cut to size. The smooth surface after cure is what covering it and smoothing out all the air bubbles produces. Do this right and the sanding/finishing process is very easy. The gel coat hardens without exposure to air in an hour or so, peel back the clear material and you will be amazed how nice it comes out.

Now for the sanding step - do not cheap out or rush through this! You need wet sand sheets at 320, 400 and 600 grit and a firm sanding block. Carefully retape a little farther out around the now repaired gel coat areas to provide the smooth integration of the new surface with the original surface. Wet sand progressively from 320 to 600 grit using a sanding block while rinsing off well between each session.

Next is the polish phase – you need a variable speed electric power sander, 3M Imperial Compound and Finesse It Glaze solutions along with a wool buff bonnet and a wool polish bonnet (insert pic3-the tools). Setup the sander with the wool buff bonnet, spread the Imperia Compound on the bonnet, then spread that around on the work surface. Buff at 1000 rpm or so being very careful not

to wonder outside the taped off area. Clean off the whole surface well with fresh water. Next, the same procedure only with the Wool Polish bonnet and the Finesse It. Again buff at 1000 rpm or so being very careful not to wonder outside the taped off area.

Almost done now - remove the tape and apply a heavy coat of paste wax – I use Collinite 885 Fleetwax paste. Apply a lot of wax and buff with the variable speed tool at about 1000 RPM with a terrycloth pad and finish by hand with a clean cotton cloth. Now lean back and admire the fine result, not only did you save \$100's (maybe \$1000's) of dollars you have a new set of boat tools and a new boat skill to discuss while wandering the boat yard. –Mike Dwyer, C350 #149, Nautilus

Catalina 34



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Relatively Speaking

As I sit here in front of my computer, it's September 7, and this will be the first weekend after Labor Day. I am completing my Tech Editor duties for what will be the Winter 2012 edition of the *Mainsheet*. To those of you in the Northeast and Great Lakes regions of the country, I suppose you are starting to think about getting your boat and yourself ready for the annual ritual of The Haulout. You are already grabbing a light jacket to take with you if you are heading for the boat and the water. After a boat-busy late spring and all of summer, your boating season is just about over 2 weeks before the official start of fall.

I'm sitting here in north central Texas, and the high today is going to be 104° F out in the country away from all of the concrete and asphalt. Counting the effect of humidity, the Heat Index will be about 107°F both here and at the boat slip about 15 minutes away. We are due a cold front over the weekend that will drop the highs into the upper 80s, but by Monday we'll be back into the mid 90s the rest of the week. We take

that as signs that fall, eventually, will arrive, and look forward to our sailing season finally getting started. That's right: started. You see, when almost every summer day hits a Heat Index around 100°F or more and is accompanied by a blistering sun, it's just hard to have a lot of fun sailing while you are trying to hide out under the bimini and sweating like a pig. If we sail in the summer, it's usually only at night or early in the morning (for those who believe that anything good can, or even should, happen early in the morning...), except for those diehards who will try to race every weekend just for the delightful abuse of it all. To their credit, the racers do always seem to have lots of cold beer aboard, so they haven't completely lost their minds...

I often think that you "snowmen" up north must be terribly jealous that we get to have potentially 12 months of sailing a year. Some of the finest sailing days I have ever had here were on unexpected exceptional days in January or February when the temperature was inexplicably in the upper 60s or low 70s all day, with clear blue skies and a fresh breeze. Our boats stay in the water year round, which can be either a good thing or a bad thing. Sure, our boats are always available to use, but by not hauling our boats every year, we don't have that scheduled 4 or 5 months every year to dedicate to significant maintenance or upgrade projects. Hence, there never seems to be a good time for any

major project or maintenance. The result is that you snowmen probably maintain your boats better than we do, and you think less hard about doing big projects because you have a dedicated block of time to work on the boat while it is on the hard. During that time, you can never be tempted to clean the boat up and take it out sailing in response to one of those unexpected exceptional days, and significantly interrupt or derail a project. Equally important, the boat isn't floating or moving, and leaving a big project in-process for months is not in the way of normal user access to the boat. This situation creates a very favorable boat work environment.

Could it be? A twinge of envy? Maybe you snowmen have at least one thing about how you and your boats spend a year together that could provoke a little envy among us southern boys. Relatively speaking, of course. –John Nixon, Otra Vez #728

Battery Charge Size And Gas Generators

I have a Honda 1KW generator and it does a great job charging the batteries when we sit at anchor. The rule of thumb is to have an AC charger sized with "enough amperage to equal the sum of the DC loads plus 10% of the amp-hour capacity of the batteries" (West Marine Advisor). For years I had a 20 amp charger and decided to upgrade to a new Xantrex TRUCharge2, 40 amp charger. I soon found that the Honda

1KW tended to be overloaded and should only be run at high RPM for no longer than 30 minutes.

That left me with tough decisions, go back to the 20 amp charger or get a larger 2KW generator?? The new 40 amp charger fit the needs of the house battery bank and starting battery better than the smaller 20amp charger. Also the 1KW Honda is quieter, lighter and easier to store than the larger 2KW Honda!?!



Xantrex remote control panel

Then I found that Xantrex makes a remote control panel. This panel allows viewing charger/battery status if the charger readings are difficult or impossible to see, monitor multiple banks and also adjust the amperage output of the charger. That latter capability is just what I needed to allow the Honda 1KW to run at normal speed. I now “tone down” the charger to 60% or 80% output and the Honda will run continuously at “ECO” RPM to recharge the batteries. Problem Solved!! –Ron Hill #788 Apache

Rebedding Chainplates

As my lovely bride and I were enjoying a peaceful evening on anchor, she suddenly looked up from the book she was reading exclaiming “Yuck, those bolts are REALLY ugly!” She was reclined on the portside settee in the main cabin and was referring, of course, to the chainplate nuts, which—in our 1990 Catalina 34, had seen better days. The nuts, the chainplate and surrounding area, had their share of rust. We realized that rust was caused by the chainplates leaking so suddenly yet another project was added to my list of to-do’s for *Sophie Rose*.

After researching the Catalina 34 Association website and other sources, I decided that re-bedding chainplates was something I could handle with ease. Oh, boy.

So, after hours of sweat and hard work—and numerous mistakes—here’s the process I developed. I’m not claiming this to be the right way to do this project or the best way to do it, it’s just the way I did it.

Step one – Remove the old hardware.

I used blue tape to mark where the turnbuckles were currently located so that after the new hardware was installed, I could tighten them back to their original position.



Marking turnbuckles

Remove the various cotter pins and loosen turnbuckle.

Remove pin from base of turnbuckle, freeing shroud. I only did one shroud at a time fearing the mast would come tumbling down. [Editor’s note: when loosening a shroud for disconnection it’s always a good idea to loosen the opposite shroud an equal amount to minimize the potentially large differential torque that can be applied to the mast by the unloosened shroud.]

Remove the two, large bolts in chainplates. Easier said than done if your boat is as old as ours. Sheesh. I used a lot of “PB Blaster” to lubricate the rusty bolts and nuts. This helped some, but removing the two chainplate bolts was definitely the hardest part of the project. The existing bolts required a common thread screwdriver so I bought a huge one—which helped. In the photo, I have attached a wrench to the nut down below so I can use the crescent wrench and screwdriver up on deck to loosen the bolt.



Removing bolts

Remove the plate at the base of the turnbuckle. This is what the interior and exterior looked like after removing the chainplate.



Exterior and Pict T5 - Interior

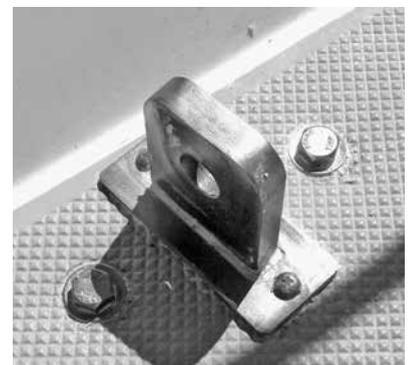
Step two – Clean up the mess.

Removing the “gunk” (old sealant, rust, etc) from the deck, underside of salon, etc, was a pain. I used a can of Acetone but it only got some of the gunk. I found my Dremel to be very effective in polishing off the remaining gunk. Really sharp razor blades are useful as well for scraping.

Step three – Reassembly.

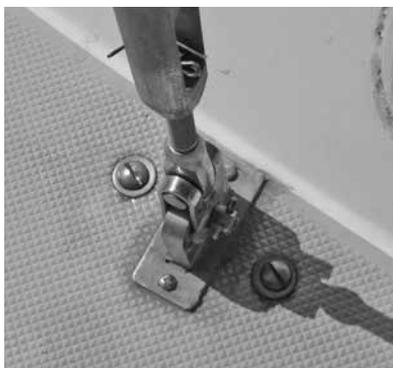
I started the reassembly process by applying 4200 Sealant to the chainplate in the salon and securing it into place by using a vise grip on the stainless pole with a protective rag (to prevent scratching the stainless.)

Back on deck, I applied more 4200 and then inserted the bolts into the holes. I also reinstalled the plate at the base of the turnbuckle at this point. The picture shows the finished product before I reinstalled the turnbuckle and shroud.



Finished installation

Now down below again, I wiped off the extra sealant from the protruding bolts and applied the lock washer and nut. (BTW, we purchased all new stainless hardware for the project. Given the effort involved, spending \$50 on clean, rust-free stainless was a good call.)



Above deck Before and after



Below deck before and after

[Ed Note: Recent topics on re-bedding stanchions and chainplates on the C34 website have recommended using butyl rubber in reamed holes on the outside of the of the installation, and not sealing on the inside under washers or backing plates. This allows for easy inspection for future leaks and possible elimination of water migrating into the inner core unnoticed.] –*Bill Welsch, #1029 Sophie Rose (1990 Catalina 34,)*

Improved Swim Ladder

“I’ll never again be able to climb that @#%&* swim ladder!” Lisa, the Admiral, wailed. She had been recovering nicely from knee surgery, but it appeared that Humpty Dumpty was not ever going to get back to her original agile form.

“No problem,” I said, “New boat, with open transom and swim platform. Lots to choose from. I’ll get right on it.” I didn’t catch the next few words, but after that I heard, “...think about a new ladder?”

Thus began the new swim ladder project. I had to admit that the original stern ladder on our early model C34 needed some improvement. It was simple, easy to handle, and it stowed neatly up against the pushpit rail. When the ladder was deployed, though, only one step extended below the waterline, making it difficult for aging sailors to hoist themselves up. The top tread was not level (awkward), the top rung had no tread (uncomfortable with bare feet), the step spacing was not uniform and there was a huge rise (18”) from the top rung up to the stern coping. Furthermore, the treads were real teak wood and needed refinishing much too often.

I pondered the problem, looked for “store-bought” ladders without finding anything suitable, and considered modifying the existing ladder by adding an extendible lower section. This seemed too complicated, so I pondered some more, took some measurements from the boat and then started to doodle. What came out of this process was a design for a new bi-folding ladder, something like an attic stair. The new ladder would extend more than three rungs (27”!) below the waterline. Every rung would have a level tread, and all steps would be evenly spaced, only 10” apart. To shorten the rise from the top of the ladder to the stern coping required one shorter tread, to be fixed to the mounting posts. The new ladder would be a bit more obtrusive than the original unit, but it would stow neatly and look like it belonged on the stern of the boat. The new treads would even be a little longer than those on the original, with the rails now 16” apart (approximately the width of the opening through the top rail of the pushpit). For ease of installation, the new ladder would have the same mounting as the original ladder, using the same bolt holes on the transom.

I had heard about White Water Marine, in Port Huron, MI, a company that specializes in stainless steel boat hardware. After an exchange of emails,

I struck an attractive deal for fabrication with Mike Klaas of White Water. Mike made several helpful suggestions, the best of which was to use Plasteak material for the treads. For the ultimate in barefoot comfort, the project engineer had specified 4” wide treads. However, the budget director vetoed the extra cost for these custom-fabricated treads. The standard 2-3/4” wide Plasteak treads, with molded wood-like texture and grooves for extra grip, worked out very nicely.

White Water fabricated the ladder promptly, even sending photos of the ladder in progress. Installation went as smoothly as could be expected for a boat project (you know what I’m talkin’ about?). Actually it was a two-man job, and, lucky for me, lake friend Bill Gray stopped by and cheerfully helped with the struggle. Later, I made only one modification, which was to install a 10” long fixed tread, to replace the shorter one furnished by the factory.

The new ladder was a big hit from the start. “It’s a pleasure to use this ladder!” attests the Admiral. “It’s the best boat improvement you’ve ever made!” Those are the sweetest sounds a sailor ever heard. –*David Penz, ’88 C34 #629, In Lieu Of, Lake Lanier, GA*



Design for new bi-folding ladder that would extend 3 rungs below the waterline.

Catalina 320



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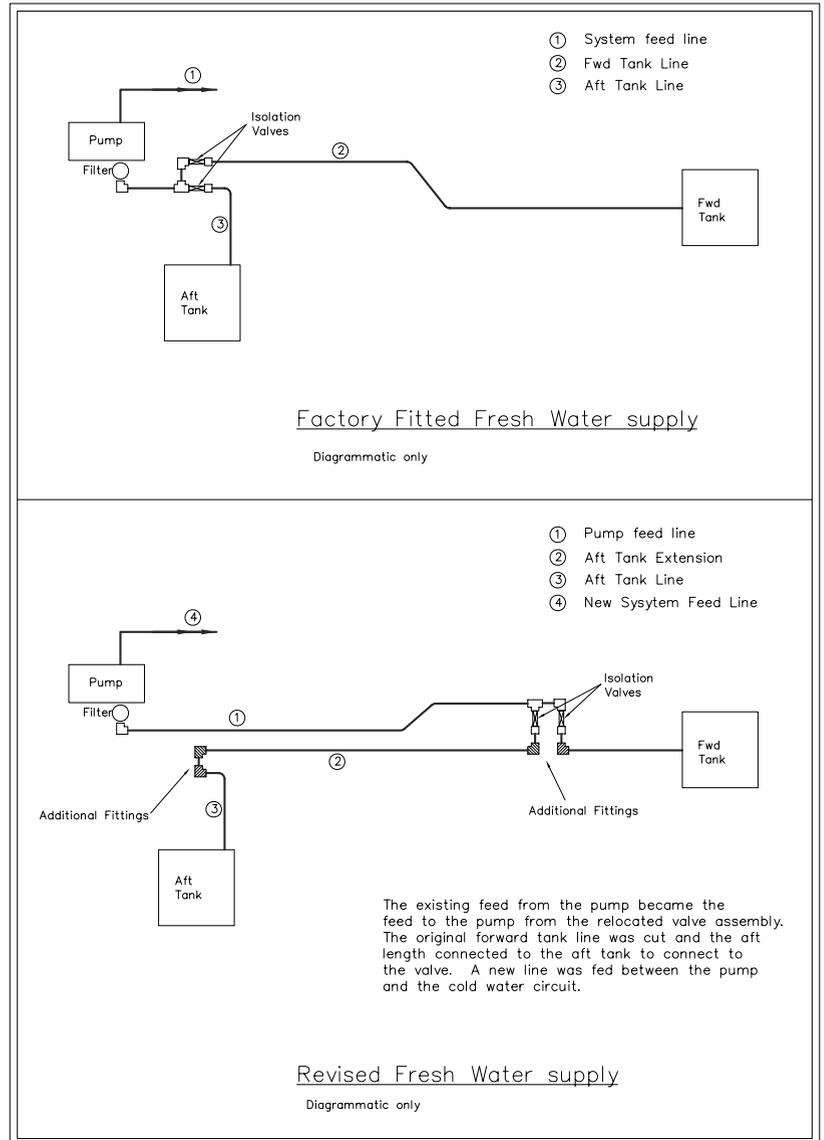
Moving the Fresh Water Tank Valves under the Galley Sink from the Aft Cabin

This is an updated approach to this frequent owner upgrade by Colin Evans, Watermark, #774, one of our Southern Hemisphere Association members –Chris

Basically I followed the ideas previously posted on the C320 IA website by Wes Giles, Walter Burnett and Jeff Hare, with a few minor changes. I used about 3.5 meters of 15mm pipe, though had to buy 5 meters. I used 4 x 90 degree bends. (More than described in previous installations.)

After removing the galley drawer housing I cut the Forward tank feed pipe. I disconnected the valve assembly under the aft bed and, using 2 x 90 bends I connected the cut forward feed pipe to the aft feed pipe. So now I have both tanks feeding to a position under the galley sink. I disconnected the pipe from the discharge side of the pump in the aft cabin and connected it to the other side of the pump. I changed the 'TEE' connector to the aft tank valve so that it connected to the stalk of the 'TEE' and connected it to the forward tank valve. Then I connected the relocated pipe which now feeds the pump to the valve assemble. I connected the shortened forward tank pipe and the extended aft tank pipes to the valve assembly with two 90 degree bends.

Next I fed a new pipe under the fridge etc, and connected it to the fresh water circuit. I did not have to move the pump or extend any pipes as this was the new piece. I also moved the 'TEE' where this pipe joins into the fresh water circuit as it was to the starboard side of the galley sink drain and in the way of the newly positioned valves. All I had to do was use a longer piece of pipe from the 'TEE' to the next 'TEE' where the shower feed connects. Fairly simple job took about two hours on my own. The hardest part was getting the new pipe through. I managed to get a kink in it first time, but had plenty spare. Total cost was \$40 (Australian) plus delivery – Colin Evans, Watermark, #774



Catalina 310



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The Perfect Heat Exchanger Install

I think that this is round 3 or 4 for my heat exchanger (HE). The original HE had steel brackets brazed onto the bronze shell. This lasted for a couple years before vibration and corrosion from dissimilar metals puncture the jacket and leaked. I removed the HE and sent it to a radiator shop where they repaired the leaks, cleaned it and rebrazed the brackets. I addressed it with Universal, but they were not interested. Round 2 occurred a couple years later. Again I sent it out to the radiator shop, but this time I had them repair the leaks, clean it and remove the brackets. Since the first occurrence, Universal has come

out with a new bracket system. The new system is a steel band that wraps around the HE and bolts in as before. After reinstalling the HE with the new brackets, I won't go into the level of difficulty; the HE sits back further cramping the exhaust hose. The same issue of vibration still works steel against bronze and within 2 years it was leaking again.

So I decided to buy a new HE and start fresh. A little shopping revealed an after market manufacture iNet Marine Exhaust & Cooling (inetmarine.com). The HE is identical except that they have added a grounding lug. What is way better is the bracket system. The brackets are easier to install and cradle the HE perfectly. I used cork as and isolator to further minimize rubbing. The HE went in very quickly and easily. Now I can replace the chafed exhaust hose and have plenty of room. The trickiest part of the whole project is getting the air out of the lines and the coolant into the system. After filling the exhaust manifold with coolant I break the water heater hose lose from above

the pump and fill the hoses and pump with anti freeze, reassemble and run the engine. What little air is left is bled off using the bleed valve at the thermostat. I am hoping that this is the last heat exchanger repair for a long while. –Bill Lewis

Winter Projects

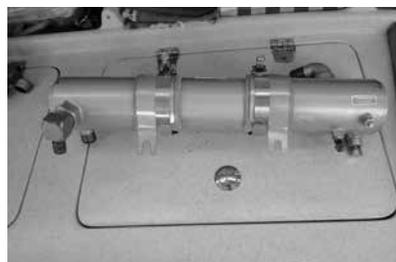
Winter is more of a time frame than a season in Southern California, none the less the boating does decrease and projects take over. I have a few that I need to accomplish:

1. Get the OEM deck light to work and stay working. I am sure there are fancier models that I could replace this one with, but I would like to fix and maintain this one. Do you have any suggestions?

2. Refinish some water marked wood paneling, particularly around the chain plates. Does anyone know what the finish is?

I have other chores on my list, waxing, replace lines...I am sure I will find more. Tell me what your winter projects were so we can share them with the other 310 Owners.

Note from Catalina Yachts: The varnish ordinarily applied was a water born material. Most spirit based varnishes are compatible and can be applied directly over the factory applied material with light sanding. –Gerry Douglas



Catalina 30/309



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No Bowsprit Anchor Roller

For those of us with C30s that do not have a bowsprit, the keeping of an anchor in the little roller or rollers on the bow is challenging or impossible. *Miracleau* came with a small single Windline bow roller mounted right at the tip of the bow alongside the stem fitting. It was not suitable for carrying the anchor, so it had to be kept inside the

anchor locker. To deploy, I had to pull it out, thread it around the pulpit and furler, put its rode onto the roller, dangle it over the side, and not fall off the boat. After doing this a few times, the desire to find a better way to carry an anchor always ready to go became strong. But as others have encountered, the pads of the bow pulpit block being able to solidly install a longer and heavier anchor roller. After a lot of measuring, sketches, and weighing the options it looked like a good solution would be to slide a new larger roller assembly under the foot of the pulpit and have the foot rest upon it.

To accommodate the size of the circular pulpit foot, a section of the side of the new anchor roller was cut out. You

can see that in the picture of the old and new roller. A large backing plate was fitted under the deck that captures the roller, stem fitting, cleat and pulpit feet bolts. The top of the deck right near the bow is not level, so a section of gelcoat in this area was sculpted to level it better and accommodate a large fender washer



Old and new



Claw

that was then glassed on and leveled. The surface under the new anchor roller is now reasonably level and flat so that the main mounting bolts solidly snug down the roller's base. The mounting holes for the roller and the mooring cleat were first drilled oversize, and thickened epoxy was forcibly injected down into the holes to fill any gap between the bottom of the deck and the backing plate, since the underside of the deck is not smooth and flat. After setting, the proper size holes were then drilled out as the components were mounted.

On Father's Day, the Captain and I anchored out from shore in Duck Island Roads where a son and granddaughter kayaked out to spend the day with us. Deploying and retrieving the anchor with these new setup was a dream!!
—Chet S, 1977 C30 #633, Westbrook, CT

Starboard Bulkhead Replacement

I just bought an older ('81) Catalina 30. The starboard main bulkhead that the upper shrouds ties into is badly rotted, and needs to be replaced. I can see that there are a lot of places where the bulkhead bolts to the stainless bracket and into the hanging locker. Where else does it attach that I can't see? Does it completely unbolt for replacement?

Are there any other hints or gotcha's that I should be aware of while replacing this? I was thinking about using marine plywood. I've heard of "teak plywood", but not sure if I can get it locally - is that what the original is made of?

Reply:

The bulkhead comes out pretty easily and I did this repair with the mast up and the boat in the water. My thoughts were to eliminate the plywood all together by carrying the load down to the hull where the teak plywood attaches with a threaded rod and a couple of pieces of angle iron. My

plan was to see if it worked and then replace the angle iron with some sort of nice looking fancy stainless bracket, but in the end it's worked fine, I never see the angle iron anyway (except when I'm doing my yearly bolt tightening procedure!) and I've just left it as is for the last seven or eight years.

By the way, the turnbuckle you see in my design has never really been used, in hind sight I think it's somewhat unnecessary. It's easy enough to tighten the threaded rod at the lower angle iron. Also, the bolts at all the shroud attachment points on all the bulkheads tend to work as the boat sails and my 1985 owners manual actually says you should check them to see if they are tight every year. This year I replaced most of the nuts with nylock nuts and we'll see if next year things are a little more secure than they have been in years past.



Oh, and I guess the other part of this repair is preventing water from coming into the cabin at the chainplate. My sealant of choice is butyl tape and has worked very well. —Dan Metzler, 1985 TRBS #4328, Kemah, TX J.Marie

New Portlights

I finally got around to putting up some photos of my version of the window fix. I have a 1976 hull #162, and have struggled with the old windows for 16 years. Remove, re-bed, re-seal, re-gasket....you name it. Each fix only lasted a year or so. Not only that, but water penetration into the decks via the window openings left me with rotten or wet deck core, for six feet on either side.

My theory is that the original design was based on one really bad idea.... placing flat glass on a curved cabin wall, in a configuration in which each window contains 8 separate pieces that move

against each other under the stresses of sailing, walking on the decks and coach roof, and temperature changes.

I looked for a simpler model that would actually conform to the curved cabin in a much simpler structure, and came up with two options. The first was the Cruising Concepts product.... simple, flexible, clean, two pieces, but not the look I wanted

The second idea came from Mark Heaston of Mark Plastics in Concorde, California. Again....simple, clean, flexible and two-part. I wanted the more 70's traditional look and went with Mark's product. I sent him paper templates and cabin thicknesses (yes, they vary as you move around the boat). The cost was basically the same as the Cruising Concept product. —Bob Overgaard, Catalina 30 #162 Archimedes, Vancouver/Victoria BC



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**No submission this issue.
Please send your
technical questions for
our next edition.**

Catalina 28

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Safety Line for Boarding Ladder

While I was on the boat today I looked at my safety rig for the stern ladder and thought it was worth sharing. If you look at most sailboats, especially the ones with reverse transoms, if a single-handed sailor falls off the boat, there is little hope of them getting back on board unless they are extremely fit.

Boats with swim platforms like the C28 are better, but it is still very difficult without a ladder, and the ladder latches are near the top of the stern pulpit and inaccessible from the water.

I found a simple fix was to tie a length of quarter-inch line from the stainless loop on one side, loop it across the floor of the swim platform, and up the other side of the ladder to the other stainless loop. The line makes it possible to disengage the latches on each side from water level, and the swimmer can then get the ladder to fall, and climb back on board. I've had this setup for many years, and take it for granted, but I've never seen it on other boats.

To drop the ladder from the water, you pull on one side of the ladder to unlatch one latch, then pull on the other side to unlatch the other latch. Then grab the rubber foot, pull and move to the side while the ladder splashes into the water.

—Mike Smalter and his wife, Moira, sail Worlds Away, No. 539, on Lake Ontario, out of Shumway Marine in Rochester, N.Y.

How Long Do Zincs Last?

Question: I have the M3-20 engine and I wonder how often to replace the easily overlooked zinc in the heat exchanger. I thought that every six months would be about right, but I was wrong. After only four months and 37 hours of run time, just the stub was left in the brass pipe plug. I think from now on I'll have a look every three months. —Bill Apt and his wife, Nancy, sail L.O.L., No. 130, out of Bellingham, WA.

Answer: I put a new zinc in at the start of the season (May) and have been checking it about once a month. It usually needs to be replaced by August. —Bernie Noon, No. 293.

A: With my original heat exchanger, which took an "00" size zinc, I checked it every three months and usually found a skeleton of the zinc remaining, so I would change it. I installed a new heat exchanger last year, and it takes a fatter and longer zinc Size is "OA." I believe these will last at least six months. —Don, Glory, No. 235

A: I check the zinc every month. The problem is that the whole zinc doesn't get sacrificed. I always get a notch that erodes about quarter inch above the nut. I assume that this happens because when the engine is not being used water drains out of the heat exchanger and this becomes the level the water remains at. I usually change it every two or three months since I don't want the tip to fall off. —Lew Staub

A: My zinc usually lasts about three years in the fresh, cold water of Lake Ontario. —Mike Smalter, Worlds Away, No. 539

Servicing jib winches

Question: I finally got around to stripping down my jib winches for greasing for the first time. The winches sit in depressions in the cockpit combing. After taking them apart I found that you cannot remove the large ratchet gear because of this depression. It appears that the only way to get the gear out is to remove the winch housing completely from the deck. The bolts cannot be accessed from below. I'm assuming they are bolts and not screws. Has anyone found a way to service this gear easily. I'm hoping to not have to remove the winch. —Bernie Noon, No. 293

A: I ran into the same thing and immediately reduced the priority on this job. I did find, however, that the nuts on the underside of the starboard winch can be accessed through the hanging locker reaching back towards aft; the port side can be accessed through the cockpit locker.

One of these days I will attempt it again with help. In my case this was simply a maintenance job and not something I needed to do to solve a problem.

The rule of thumb is if you can stick your thumb into the top of the winch and turn it without your thumb slipping then the winch is fine. —Tony Bacon, Vela Via, No. 191

A: We did take the entire winch off the mounting a few years ago. I highly discourage attempting to do it. The contortions necessary to get the nuts back on the mounting bolts from within the cabin are nearly excruciating. The port side isn't so bad since it's just over the water heater, but the starboard required sitting in the hanging locker and reaching over the bulkhead to access the underside of the platform. I both cases you can't see what you are doing. My wife would place the bolt down through the winch, and I would literally glue a nut to my fingertip and reach over to the bolt by feeling around until the nut met the bolt and threaded. Then swap in the socket wrench. Ugh. —Rick Lesniak, Red Jacket, No. 259, 1992 MK1

A: I removed mine and rotated them so in the future the large gear would easily come out, and it does. I accessed the starboard winch by removing the overhead light and cutting an access hole (after much measuring and many sleepless nights). Worked fine, at least for me. The hole is within the footprint of the light's mounting screws so all is covered. —Dave Pearsall, Liberty, No. 52

A: Great info, Dave! Funny too! I know there are things that folks can get overzealous about. Back in my early mechanic days I was trained to be highly persnickety about a number of things that experience taught were not critical at all. —Tony Bacon, Vela Via, No. 191

Note from Catalina Yachts: Catalina always endeavours to install gear following the manufacturers directions which is why we installed the winches as they are. Practically speaking, the winches are large enough that they will never have loads that will effect gear pinion placement. —Gerry Douglas

Catalina 26



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Mast Bend

First, my apologies to all for being AWOL from the *Mainsheet* during several of the past publications! Business and personal issues have gotten in the way of both my sailing and related activities. Don't you just hate it when that happens? Anyway, I am back in the writing mode and you should be hearing more from me. If you have a specific technical issue, let me know, as I am always looking for a situation to analyze or resolve. —Art

It's just a matter of inches:

We all know that when you are at the start of a race or getting ready to round the first mark, inches can make a difference in a penalty or even catastrophe. At the starting line I'm trying to get as close as possible and cross when the gun goes off, but here we are talking more of feet than inches (but then again, I'm not that good!). Although there "have" been times when maneuvering for the start that I have missed boats by inches and sometimes "not" (ouch). Then at the first mark, let's see, 12" - that's too much room; 9" - we're getting better; 6" - now we're talking; 2" - OK that is close enough. But the inches I am thinking of are on the deck and mast of the Capri 26.

The Catalina tuning guide calls for 1-½ inches of mast pre-bend. This is a fore/aft deflection of the mast under a no load condition, that is intended to add more shape and power to the main. Let's see, if I crank in the upper stays they will put some bend in the mast - no, that didn't work. I see a little bend but not the 1-½" per Catalina. How about the fore and aft stays, no that just changes the rake on the mast. Ok Catalina, what is the secret? Although the Capri 26er's love their boats we all know there are a few design flaws and one is the location of the batteries. They are a b*#&* to get in and out and I want to meet the guy that designed them behind the aft berth and oh, wait a minute, I am getting off track.

The secret to proper mast bend is an April 1992 service change that Catalina made for the early boats, and since we only have about 330 in our fleet, we could say they are almost all "early boats". The deck in the area of the mast plate on the Capri was originally molded too flat to achieve the proper mast bend. The rear of the mast needs to be lifted to create more compression on the backside of the mast, thereby creating the recommended mast bend. So how much lift do you need on the rear of the mast? According to the Catalina, service change a ¼" x 1" permanent shim should be placed under the mast tabernacle.

However, based on a lot of the discussions in the Yahoo Capri 26 web group, this thickness may or may not be enough. It seems we still have a lot

of boats out there without this service change, and there have been numerous discussions on creating the proper bend. The best advice that was floating back and forth is that if you are questioning the thickness of the shim; create a temporary shim between the mast step plate and the mast with a piece of ¼" thick aluminum angle cut to the length of the tabernacle width. Start with the recommended thickness of ¼" and increase as needed to get the desired bend. We have one report of mast shims as thick as 7/16" but I would think that would be a maximum.

The proper mast bend can enhance your boat's performance and move you up in your finishing position of the race; but then again, if you are racing for fun, it may not be on your maintenance priority. I must say that *Sea Belle* sails very well, even without much mast bend. The service change is on my "to do" list, but since there are times I have hit hull-speed-plus with the current configuration, I figure it is a little lower on my priority list.

Well, the winter winds are starting to howl and it is time to hibernate in the northern sail country.

Here's hoping you have a Merry Christmas and that the hard water will soon be flowing again.

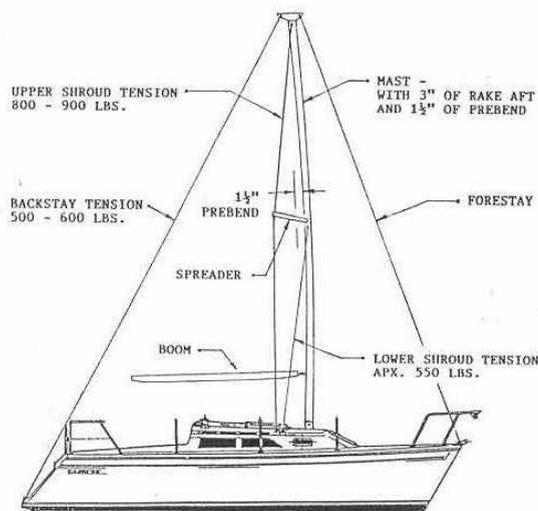
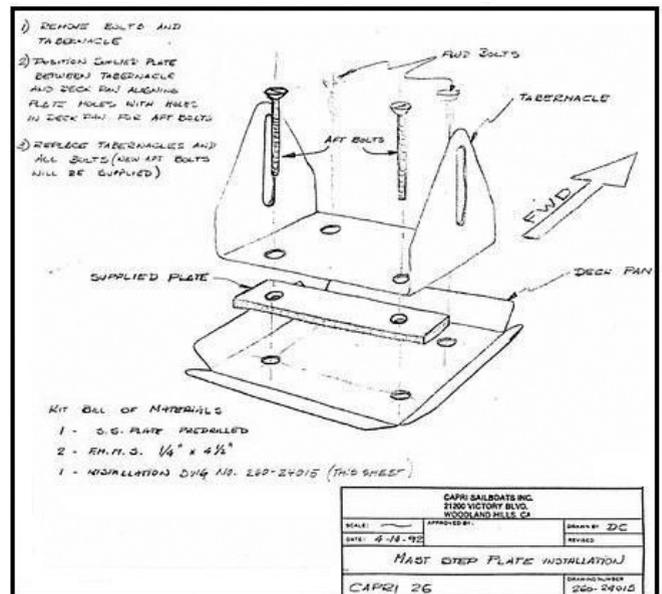


FIGURE 'E'
COMPLETED RIG TUNE



C25/250 & Capri 25



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been queries on the forum from time to time about what to do about all that inaccessible space. There are some ideas in *This Old Boat* but they get a little involved. If you have an older Catalina 25 with the outboard on the port side and that little fiberglass molded shelf in the port hold for a small gas tank here is a simple idea that may work for you. If this doesn't fit your exact situation, maybe it will get you to thinking about how you can apply the principle. All that is needed is lengths of aluminum angle stock, a piece of aluminum bar stock, some screws and/or bolts, and a small piece of plywood. The shelf in the pictures was made by bolting angle stock against non hull bulkheads at two points; one point is on the existing shelf bulkhead and the other point is against the quarter berth bulkhead. A piece of angle stock was put up on the aft edge

of the existing shelf and another on the aft end of the 'new' shelf. They help a little to keep things from sliding off the shelves. The plywood piece is laid on the two bulkhead mounted pieces of angle stock. That of course leaves the shelf somewhat unsupported. So, to hold up the shelf without putting something against the hull, a piece of aluminum bar stock was bent to form a brace and was bolted to the corner of the "new" shelf and the upper edge of the old shelf. Actually, we bolted ours to the angle stock that was put on the top aft edge of the old shelf as that was expedient. The plywood piece is bolted down so it does not slide around at all and it is very sturdy. My size allows me to still be able to crawl into the dumpster if necessary. For bigger people plans may need to be adjusted so that the shelf is readily removable. Sorry, no specific measurements for this project. Adjust measurements to your needs. Our shelf was originally sized to hold an extra six gallon gas tank. Pictures help to visualize the installation. -Paul Zell

Dumpster Shelf

I had a project that required getting into my "dumpster." While dumpster diving, it came to mind that there had

We publish and clarify the
Racing Rules of Sailing.
(at least 10 of which apply here)



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For \$50 you can make your love of sailing official. Do it today. Visit us at ussailing.org/sail or call 1 (800) US SAIL-1. Test your knowledge of the Racing Rules. Visit us at ussailing.org/rulesad to see which rules apply in the photo above.



There is a Better Way...

**...don't tow it,
Stow it!**

Garhauer's dinghy davits allow you to safely carry your dinghy to secluded anchorages. Forget about the hassle of towing a dinghy and all the potential problems that causes, not to mention the penalty of decreased boat speed.

Experience better performance in passage making and sleep better at night knowing your dinghy is secure.

All davits are made to order, based on the transom design and dimensions of your boat.

Davits are sold in pairs. Each davit arm is one-piece welded and polished stainless steel construction, built with the rock solid durability that all Garhauer hardware is known for.

Each davit arm comes complete with 6-1 purchase triple block system, including cam cleat, snap hook, 60' of line, along with cleat for fastening line. Included is stainless cross bar cut to length for your particular installation

DINGHY DAVITS

DD 6-1

height 33" arm length 36"

DD 6-1, 1 in. tubing

DD 6-1, 1-1/4 in. tubing

DINGHY DAVIT ACCESSORIES

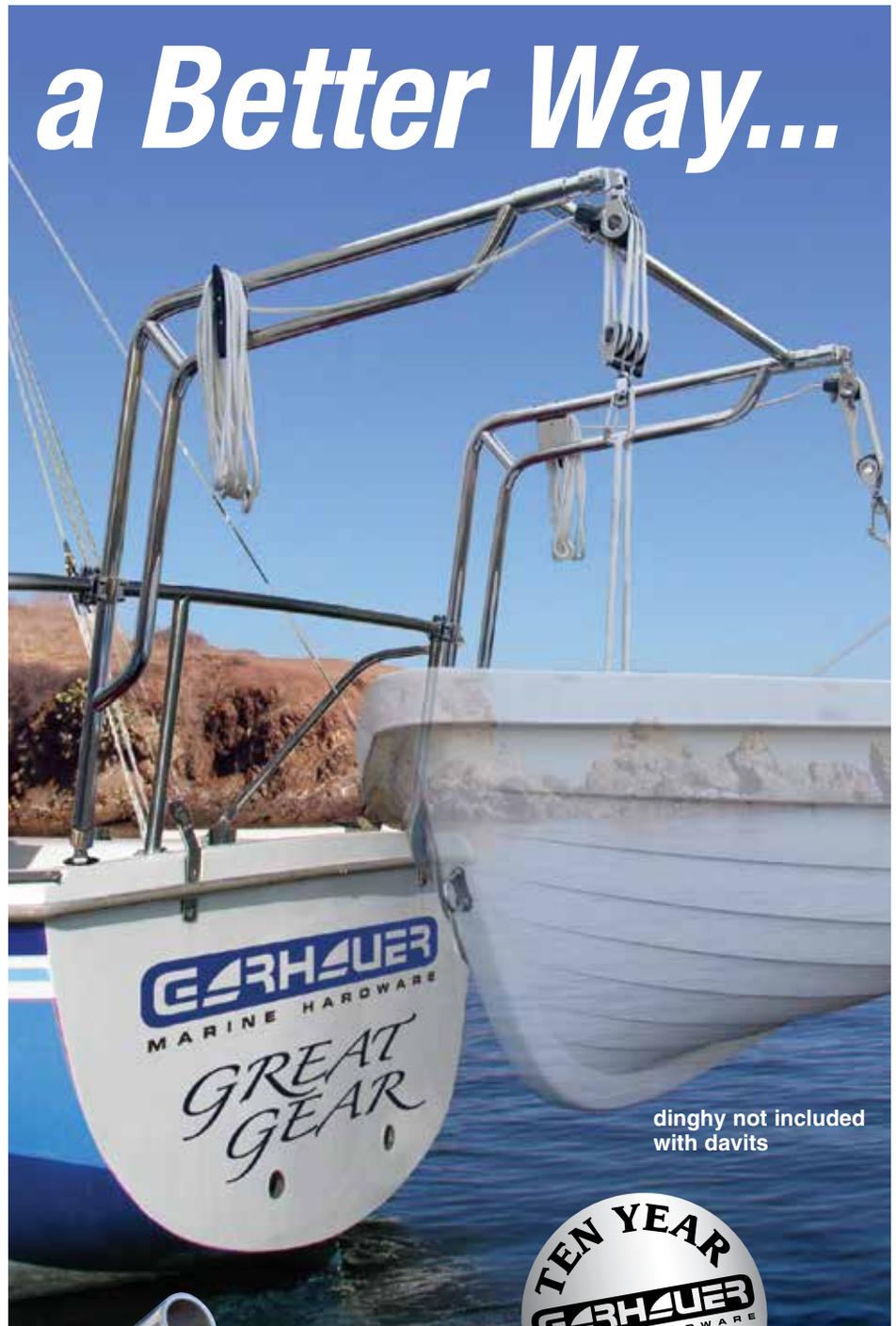
Davit Pivot Base

For any angle transom mounting of arm, with backer plate.

Stern Rail Davit Clamp

Clamps davit arm directly to 1" stern rail for lateral support.

GARHAUER
MARINE HARDWARE



dinghy not included
with davits



*Davit Pivot Base
with backer plate*



*Stern Rail
Davit Clamp*



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