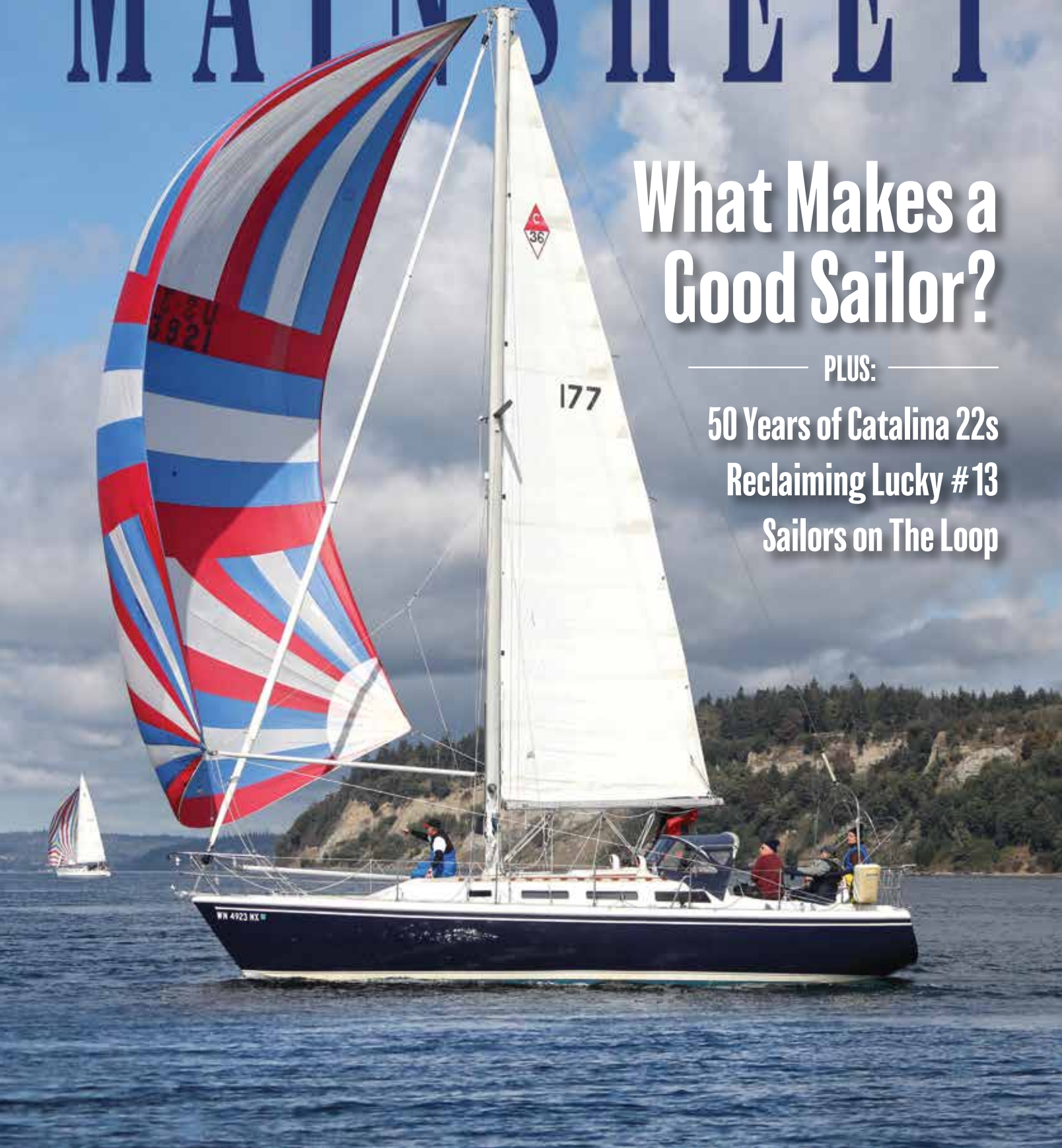


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Volume 37 • Number 1

COLUMNS:

6 VIEW FROM THE BRIDGE
BY FRANK FALCONE [C400/445]

9 LESSONS LEARNED
BY BILL MARTINELLI [C470]

11 SAFE JOURNEY
BY JOE ROCCHIO [C470]

FEATURES:

14 ONE YEAR IN
We got up this morning and my husband, Adam, mopped the dew off the deck while I wiped down the windows. And we LOVE the fly screens now that we've moved to the tropics....

18 SAILORS ON THE LOOP
In January of 2017 I set foot for the first time on a 2008 Catalina 320 MK II named Misjudged 2 which was for sale. I mentally compared it to a neglected Catalina 309 that we had looked at recently and hoped that this boat would be different...

20 LUCKY #13: RECLAIMING A C28
My iPhone's screen lit up with a single text question: "Do you want a boat?" As I pondered the question, I looked around at the beautiful interior of the pocket cruiser I was using as a crash pad, and at my glass of wine...

23 WHAT MAKES A GOOD SAILOR?
As we get ready for our 2019 sailing season here on the Great Lakes, I have read articles, including one from The American Sailing Association. I have added to and spoken with fellow sailors and crew to get insight as to what makes a great sailor...

TECH NOTES:

26 A *Mainsheet* exclusive! Technical information for your boat that has been approved by Catalina Yachts for accuracy.

ASSOCIATION NEWS:

42 Stories and news that's specific to your Catalina sailboat.



14



18



47

EDITORIAL:

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Mainsheet is the official magazine of Catalina Yachts sailboat owners — read by thousands around the world.

To submit association news or tech notes for publication in *Mainsheet* magazine, contact the appropriate association officer for your boat size listed below. Your article might be selected as a main feature or an editorial column, so please consider including a few beautiful photos to accompany your text!

SUBMISSION DEADLINE DATES TO YOUR ASSOCIATION:

March 1st, June 1st, September 1st and December 1st.

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Catalina 36/375 International Association • www.c36ia.com

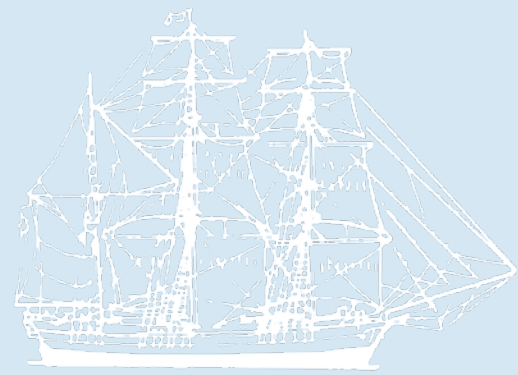
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C375 Hulls: Position Open

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www.mainsheet.net

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EDITOR'S BARQUE

Happy Spring



GONE SAILING !
Fair winds & Following Seas!

– Jim Holder
Publisher/editor
cv.jholder@mainsheet.net

ABOUT OUR COVER:

Sweet Sue II is a 1984 Catalina, hull # 177. The photo was taken during the Foul Weather Bluff race on Puget Sound on October 6, 2018, out of the Corinthian Yacht Club, Edmonds, WA. We placed first in class on corrected time as well as first in class to finish on elapsed time. It was a great day!
–David Motter, Owner, Sweet Sue II

Photo credit: Jan Anderson, of Jan's Marine Photography, Tacoma, WA.

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Tech Notes: Position Open

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Capri 25 Hulls: Position Open

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Visit the association's websites for full lists of association officers.

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Contact your association directly to join an association or to renew your membership. If you are paying by check, make it payable to your Association.

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Catalina Morgan 440

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www.catalina400.org

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Canada/Mexico: \$30 (US funds)
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Catalina 25/250 & Capri 25

www.catalina-capri-25s.org

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View from the Bridge:

Chesapeake Cruise 2019

By Frank Falcone • C400/445

The Catalina 400/445 International Association is organizing a Cruise on the Chesapeake Bay for July, 2019. This is planned to be an ‘unrestricted’ cruise and all sailing vessels, regardless of make or model, are invited to participate regardless of home port. The only requirement is that participating vessels should have the capability of cruising at approximately 5.5 – 6.0 knots sustained.



Participants in this ‘Chesapeake Bay Summer Cruise 2019’ will explore parts of the upper and, mostly, the central Chesapeake Bay. The itinerary has been established to visit destinations on both the eastern and western shores of the Bay, to experience and discover some of

the rich and vibrant history of the Bay and to cruise from destination to destination in a relaxed and comfortable manner.

Planned destinations include Rock Hall, Knapps Narrows, Cambridge, Solomons, Crisfield, Reedville, Urbanna, Ewell and South River. The specific itinerary is provided below along with a list of important CRUISE NOTES. For further information and if you’d like your vessel to participate in any or all of Chesapeake Bay Summer Cruise 2019, please send me an email at frank.falcone@villanova.edu. It’s important to note that there is no cost to participate and you can join and depart the cruise at any of the destination points listed in the itinerary.

Please consider joining SILVER EAGLE for this historic and memorable cruise, Chesapeake Bay Summer Cruise 2019. Thanks so much for your consideration and I’m looking forward to your responses!

Chesapeake Bay Summer Cruise 2019

- 1. Departure Date: Saturday, July 13, 2019
- 2. Estimated Time of Departure: 10:00 am
- 3. Departure Location: Rock Hall, MD
- 4. Contact: Frank Falcone, SILVER EAGLE, Catalina 400 Mark II, frank.falcone@villanova.edu

Leg #	Dep. Date	From	To	Est. Distance (nm)	Est. Duration (hrs)	# Nights
1	July 13	Rock Hall	Knapps Narrows	31	5.1	1
		<i>Marina/Location: Knapps Narrow, Marina / Inn, #410-886-2720</i>				
2	July 14	Knapps Narrows	Cambridge	17	2.8	2
		<i>Marina/Location: Cambridge Mun., Yacht Basin, #410-228-4031 • Cambridge Yacht Club, #410-228-2141</i>				
3	July 16	Cambridge	Solomons	39	6.5	2
		<i>Zanhiser’s Yacht Cntr., #410-326-2166</i>				
4	July 18	Solomons	Crisfield	40	6.7	2
		<i>Somers Cove Marina, #410-968-0925, #800-967-3474</i>				
5	July 20	Crisfield	Reedville	28	4.7	1
		<i>Blue Compass, Marina#804-453-3351</i>				
6	July 21	Reedville	Urbanna, Rappahanock R.	26	4.3	2
		<i>Dozier Port, Urbanna, Marine Center, #804-776-8400</i>				
7	July 23	Urbanna	Carter Cr., Rappahanock R.	8	1.5	1
		<i>Tides Marina, #800-843-3746</i>				
8	July 24	Carter Cr.	Ewell, Smith Island	31	5.2	1
		<i>Smith Island, Marina#410-425-4220</i>				
9	July 25	Ewell, Smith Is.	Hudson Cr., Little Choptank	44	7.3	1
		<i>Anchor Out or Raft Up</i>				
10	July 26	Hudson Cr.	South River, Selby Bay	30	5.0	2
		<i>Liberty Yacht Club & Marina, #410-266-5633, #800-971-1300</i>				
11	July 28	South River	Rock Hall	25	4.2	
		<i>Osprey Point Marina, #410-639-2194</i>				

CRUISE NOTES:

1. SILVER EAGLE will plan to complete this cruise, as closely as defined above as possible.
2. The Catalina 400/445 International Association (C400/445 IA) will sponsor this cruise. However, other vessels, not in this Association, are welcome to participate!
3. There is no legal implication associated with C400/445 IA sponsoring this cruise and C400/445 IA will not be held liable for any occurrence associated with this cruise. Sponsorship, in no way, implies responsibility for any vessel, persons or occurrences associated with this cruise.
3. Skippers, interested in participating should contact Frank Falcone, via email, as noted above and provide cell phone numbers.
4. C400/445 IA will not make marina reservations at any of the marinas or yachting facilities identified above. These marina facilities are provided as suggestions. Individual skippers should make their own slip reservations.
5. Rafting UP and/or Anchoring Out are also acceptable at any of the above listed destinations.
6. Skippers interested in participating can join and/or depart the flotilla at any destination listed. It is requested that skippers notify SILVER EAGLE of their plans. Plans can change during the cruise. Nothing is 'set in stone'.
7. No specific group activities will be scheduled at any of the destinations listed above. We'll all be free to explore, enjoy and relax or get together as desired.
8. A specific VHF radio station will be selected for skipper participation during this cruise.
9. Skippers will be expected to share cell phone numbers with other cruise participants so that non-VHF communications can move smoothly.
9. Weather conditions may cause changes in the proposed schedule, Safety will be of 'paramount' importance and will serve as a guide for flotilla movement.
8. There is no cost for participation.

The primary goal is to cruise the Chesapeake Bay as a group of boats, discover new destinations, make new friends and enjoy our boats! Stay safe out there!



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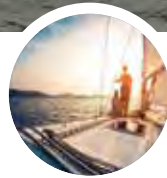
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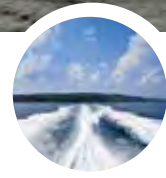
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Lessons Learned:

Waiting. Waiting. Waiting. Still Waiting!

By Bill Martinelli, Commodore • C470

(Expletive) I really hate WAITING! I cannot believe the patience I now have as to what I had before we purchased Voyager.

Since that time I have learned to wait and wait and wait some more (%&#!@^).

I have learned to wait for wind, wait to get somewhere, wait to get into a fuel dock, wait to tie up along a side tie where some inconsiderate (%&#!@^) moves his boat from the middle to one end where he should have tied up to the dock in the first place.



In recent days, moving quickly is a one to two hours trip to travel 10 miles. Way back when, I was covering a quarter mile at something like 200 MPH in 7 seconds on land and on the water at 115 MPH in the same length of time.

I really hate waiting for things. Bringing our C470 to Mexico has not helped any. Those of you in the U.S. have

it really, really good! When you need a part you can have it delivered over night and in some cases on Amazon you can even get it the same day. Or drive yourself immediately to a nearby marine outlet if you have one close by. Here it often takes weeks for needed items to arrive.

Back in November (it is now two weeks until Christmas) I realized our main battery switch, the one that is labeled (On, Off, All, 1, and 2), had failed. No matter what position the switch is set to - everything is on. We were 150 miles north of where we are now, and we checked to see if the local chandlery had one. They had in stock small Perko switches but not the large ones we have. Bummer. Emailed the chandlery back here in La Paz and never received a reply. OK not a big problem, everything functions without the switch. We knew someone driving down to Mexico the first part of December. Ordered one in the states and had it shipped to our friends.

Since I realized the battery switch was bad, it also came to my attention that our battery house bank was not holding a charge. Next, I realized the water maker would run perfectly for days on end and then not want to run at all. It's a good chance the battery switch is the culprit since getting back to La Paz I have replaced my three AGM 8Ds with eight 6V golf cart flooded units. You have to have 8D AGMs imported as they are not available here. The eight 6V "wet" batteries were the same price as ordering one 8D AGM and I would have had to wait two to three weeks for delivery. Hate waiting!

We could buy a new battery switch here in LaPaz for 50% more but all they had in stock were six that are On & OFF only. They COULD obtain the battery switch I needed in two to three weeks, sounds familiar?

Before I go tear apart the forward pullman to get at the watermaker I want to replace the battery switch and eliminate that being the possible intermittent problem. So, have to wait (%&#!@^).

Yes, I realize I could remove the panel and jump all the cables then deal with the watermaker, but that means having the forward stateroom, the saloon, and the nav. table area torn up while I wait for the switch. Still waiting for friends with switch, they are three days past when they thought they would arrive here. Waiting!

We were supposed to haul out this week for bottom painting. That didn't happen because of rain. This is not really the rainy season in Mexico. But it rained really good for one day last week. Rain predicted for next week also, so waiting again! And wait some more until the second week of January when the boatyard reopens after a holiday break.

Waiting. Waiting. Waiting. Waiting. (%&#!@^).



Superyacht Andromeda, anchored near Voyager in the Sea of Cortez. Photo by Julie Lynn Olson

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CRUISING DESIGN
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Safe Journey:

Power on Deck!

By Joe Rocchio • C470 Association Technical Editor

Over the 15 years I have lived aboard SV Onward, C470-126, and wandered up and down the Atlantic Coast, I have often wished for a source of electrical power at the forward end of the cockpit - on the companion way hatch deck somewhere under the dodger. While the C470s have AC receptacles in the starboard stern locker and I've installed a 12-V receptacle by Onward's windlass chain counter display (near the throttle), there are times when quick and

easy access is needed to AC & DC power in the forward end of the cockpit without the complication of extension cords. An example being the need to power a temporary starboard bow running light as discussed in the September 2018 Technical Note. It was this incident that finally got me working on a solution to this



problem. At the same time, I wanted to provide a deck feed-through for other sometimes-needed cables of various sorts (antennas, video, networks, etc.).

There were a number of technical issues to be solved. Primary was where to locate the feed-through hole in the deck so as to not interfere with line handling and winch operations. It also had to maintain the waterproof integrity of the deck while enabling ready access from the interior in order to run wires. Another issue was how to route the wires internally from the deck feed-through to the AC and DC circuit breaker panels at the navigation station in the salon. I spent a good deal of time measuring, contemplating, and probing before coming up with a solution.

I decided to locate the feed-through on the starboard side of the deck because the AC and DC panels are located to starboard and wires could be run through the troughs that are molded into the periphery of the overhead. Measurements and probing showed that the feed-through hole could be drilled through the deck centered at 9.0" forward of the rim of the starboard line box opening and 3.0" inboard from the inner edge of the side combing. See Photo 1. Here the deck is quite strong and composed of the outer layer of deck fiberglass (~1/4"), marine plywood (~1"), and a thin inner layer of fiberglass. Below the deck in this area is an open interior space just forward of the fiberglass line holder box. Access to this space can be gained in the aft



Starboard companionway deck with electrical feed-through in place.

stateroom just inside the stateroom door by removing the access panel on the overhead for the starboard electric winch motor and wiring. From here wires can be snaked to the deck feed-through and along the overhead trough along bulkhead of the aft head.

A small pilot hole was drilled at the selected location and a probe inserted to verify there was no internal interference. A hole saw was then used to make a 1" diameter hole through the deck. A 1" ID PVC 90° elbow fitting was selected to serve as the outer port of the feed-through. The deck side of the feed-through hole was enlarged to ~1.25" diameter x ~ 1/4" deep to allow the elbow to be partially recessed into the deck for mounting. The inner surface of this hole was then coated with several layers of polyurethane varnish to make it waterproof. Good-old 5200 adhesive caulk was applied to securely mount the elbow in the feed-through hole with its exit port facing aft. The area around of the feed-

Safe Journey:

through on the deck is well drained and the elbow raises the access hole ~1/2" off the deck to prevent surface water from leaking below.

Wires were then snaked from the deck feed-through along the interior of the overhead trough. The accent spotlight in the trough over the navigation station seat back was temporarily removed to facilitate the snaking of the wires. There is a small molded-in trough along the side of the cabin that goes from the overhead to the interior of the AC & DC panel compartment. Unfortunately, this trough was already full of wires so attempts to snake additional wires were unsuccessful.

To run the additional wires the last 24", a 1" diameter hole was very carefully drilled in the overhead just where the side-trough begins; another 1" hole was drilled in the face of the upper stern corner of the AC & DC panel compartment. See Photo 2. This allows wires to be run from the interior of the panel compartment externally up the side of the cabin top and then back into the overhead. The wire bundle was covered with a section of ribbed plastic wire-protector; once spray painted to



Aft overhead area near navigation station showing new line conduit in corner.

match the overhead it visually blends in.

On deck, two single waterproof aluminum electrical boxes with waterproof covers mount an AC power receptacle, a 12-V DC auto receptacle, and a 5V USB power receptacle. Nylon 1" SS tubing clamps attach these to the frame of the dodger. The short wire run between the feed-through and the electrical boxes is waterproofed using plastic hose. The feed-through is also used to run an Ethernet cable for a Bullet wifi booster system and a RF

coax cable for a cellular antenna for the cellular signal booster amplifier located at the navigation station with additional space for future needs.

The troughs in the overhead periphery were also exploited to run additional 12-V power to the forward port corner of the salon settee where an LED task light was installed to assist Peggy while knitting in her "nest". [Don't forget to leave a messenger line behind for future use when fishing wires.]

AN ADDITIONAL NOTE ON PORTABLE POWER:

There are numerous occasions when portable 12-V (or USB power) is needed. Emergency 12-V auto jump-start power packs based on lithium-ion battery technology are now inexpensive and quite compact. They have high power density, hold charge a long time, and are readily recharged. Most have both USB power and 12-V EC-5 connectors (used to plug in a set of short jumper cables). The EC-5 connectors are great 12-V power connectors and I now use them wherever I can in place of the cigarette-lighter style 12-V plugs. I keep a couple of 12-V power units aboard ready to provide power wherever needed (electronics recharge, emergency lights, bullhorn, portable keyboard, etc.). Units are available with sufficient power to start a diesel! Don't leave port without one.

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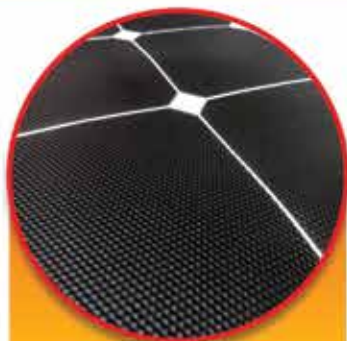
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One Year In How to Begin?

By Jessica Heinicke • CM440 • *Volare*

We got up this morning and my husband, Adam, mopped the dew off the deck while I wiped down the windows. The 440 sure has a lot of windows! We love that about her though. And we LOVE the fly screens now that we've moved to the tropics. Adam is going aft to fire up the generator. We have just shy of 1000 watts of solar painstakingly mounted to our bimini and dodger and in these short December days, it's not quite enough to keep up with our three refrigeration compressors. More on that later, but back to the task at hand: A Year In.

Our dear friends in southern California are living aboard and making ready to set out cruising in a few years. Now that a year has lapsed since we cast off our lines, they've asked us to summarize our first year. I have brainstormed repeatedly how to do this. It's no easy task. How does one sum up a year's worth of preparation, logistics and finances, mechanical matters, and emotions?

I vividly remember the gloomy day in October 2017 when a few friends came to the dock in San Diego to cast off *Volare's* lines and wish us Bon Voyage. We were members of the 2017 Baja HaHa Cruisers Rally from San Diego to Cabo San Lucas, and 150 sailboats were leaving in a cluster of white sails, spinnakers, dinghies and jerry cans for far off lands. It was excitement and trepidation, courage and determination. No one will ever be truly ready, but we were as ready as we were going to be and that October day was "the day"! There was no time to think and off we went!

Prior to that day, we spent 10 years living aboard *Volare*, our 2007 CM440 (hull #43), in San Diego while we worked on our careers and worked on our vessel. The plan was to cruise the moment Adam was eligible to retire. To that end, we spent every moment and every dime making *Volare* the best equipped, most comfortable cruiser out there. Those of you with 440s will agree with me here. Gerry Douglas and crew have provided us with a stout, beautiful, comfortable home on the water.

PREPARATION

We invested in 1000 watts of Solbian lightweight, flexible solar panels. These are not inexpensive, but our stern sits a little low with all the "necessities" we have packed into *Volare's* ample storage. Solbians can be mounted to canvas, negating the need for a heavy stainless framework to support them. We used our Sailrite sewing machine to painstakingly construct storm-proof Velcro attachments. Would we do it this way again? Hard to say. The panels have not been trouble-free. In fact, we have had two sets of five panels replaced under warranty because the surface became hazy. The latest set is working beautifully with no hazing in two and a half years, so we're hopeful the problem has been solved. We have been comparing three 100-watt panels of the hazy generation with three of the new ones, and it appears the hazy panels have been producing about 10% less than the clear panels. Unfortunately, one of the hazy panels has failed altogether, so we will be in the market for yet another replacement. We have no complaints though, as the phenomenal customer service at Ocean Planet Energy has gone above and beyond to take care of us.

The short days of winter have demonstrated that even this much solar is insufficient for our needs. Our 440 is equipped with a small fridge with freezer in the top and an in-counter deep freeze. I've been mentally preparing for a three- to four-week South Pacific crossing since we stepped aboard *Volare* all those years ago, and I wanted more. We have the fridge (which keeps ice cream!), the freezer, and a 64-quart Engel 12V that can be either fridge or freezer and sits on the top shelf in the lazarette "garage" quite nicely. We use it as a freezer and freeze two large water jugs, which we rotate in and out of the cooler that serves as our helmseat. The Engel only uses 2.4 amps/hour which is more efficient than either of the other two, and it stores



lots of delicious meats and the extra sharp cheddar cheese to which I am addicted. Thus, we have lots of fridge and freezer space and lots of power demands.

Other equipment Adam installed on Volare includes a Spectra watermaker, Raymarine electronics and autopilot, Manson Supreme anchor with 300 feet of chain, a Philippi systems monitor, a Kubota generator, an Arid Bilge system, and various smaller additions of our own invention that make life comfortable and safe. I could go on and on, but there's more to our "One Year In" story.

LOGISTICS AND FINANCES

Adam retired from federal service on October 28, 2017. We set sail on October 30th. As I said, the plan was to go as soon as we could, and we did. Mexico meets all of the criteria for ideal cruising grounds that we dreamt up while sitting in California traffic. It is inexpensive, beautiful, safe, and dog-friendly. Though we have dreamed of farther destinations, we want to spend a few years in Mexico before moving on. We bought the cruising guides and made mental notes of places we'd like to see Volare anchored, but we left without much of a plan. Some friends had left California the previous January and spent time in Puerto Vallarta. They sailed across to Cabo San Lucas and met us at the end of the HaHa with plans to sail together to La Paz and then cross back to enjoy a warm winter along the mainland. As everyone knows, cruisers' plans are written in the sand at low tide, and our plans were washed away just that easily. Three days after leaving Cabo, circumstances began to pile up that ended up keeping us in La Paz for six months.

Our friends traveled home to the US for six weeks around Christmas. As we awaited their return, we made the best of things by sailing into the Sea of Cortez for three weeks. It was easy traveling, nearly all motoring, from stunning anchorage to stunning anchorage, marveling at the clear water, abundant sea life, and diverse landscapes. Eventually the famous Sea of Cortez Northers began blowing, and we scurried back to the marina in La Paz, as the anchorages became uncomfortable and sleepless. Just as our friends returned, it was our turn to travel to the US to initiate the process to get our Mexican residency. The two-week trip became a five-week trip as the fates had their way with us, and we remained with our families during very sad times.

We finally completed our residency process and were ready to cruise by mid-April, but the six-month unanticipated stay in a marina was a blow to our finances we were not expecting. Marinas have by far been the biggest drain on our bank account. The financial aspect of cruising began to worry us in the back of our minds. We were happy to be getting back to anchoring again.

We checked out of the marina and set out with friends to really explore the Sea of Cortez. The trip started out a little rough with the remnants of north winds roughing us up our first couple of days, but after that we experienced a whirlwind trip that was absolutely magical. We were short on time, wanting to be snugly secured in Puerto Vallarta for hurricane season, so we were only able to spend a night or two in each anchorage. Fortunately, they are close enough together that you have time to move to a new anchorage and explore it in the same day. We swam, snorkeled, and hiked the



We swam, snorkeled, and hiked the diverse and beautiful desert landscape, making it up to Bahia de los Angeles before turning back around. All told, we sailed 760 miles over 46 days in the Sea of Cortez.

diverse and beautiful desert landscape, making it up to Bahia de los Angeles before turning back around. All told, we sailed 760 miles over 46 days in the Sea of Cortez and stayed in 26 anchorages during our first season there.

Logistically, the Sea of Cortez has its benefits and its challenges. As mentioned, the anchorages are very close together, especially in the southern Sea, making movement from one to the next easy. Weather forecasting accuracy is middle of the road in the area. Winter's northers are fairly well forecast, allowing you to move to a protected anchorage in time to ride out the 30-40 knots that howl down the Sea. Everything else is a crapshoot, however, so we found an occasional sleepless night when unforecast wind and swell kept us hunting and bobbing all night. Upon leaving La Paz, true grocery stores with refrigeration are few and far between. There are several small tiendas with shelf stable items in the more remote parts of the peninsula but nothing whatsoever on the islands. Planning ahead for how to eat was essential. Our Engel came in very handy on this trip and we ate well. Volare performed flawlessly, and we had very few concerns as far as boat maintenance. We really enjoyed the trip and want to visit the Sea of Cortez again soon, next time for more time.

After the whirlwind tour of the Sea, we crossed to the mainland and tied Volare up for hurricane season in La Cruz, near Puerto Vallarta. We had decided to buy a car in Mexico. It is rather necessary as Puerto Vallarta is a sprawling area and getting around without wheels is cumbersome. We also wanted to be able to drive to the US and stay for as long as we liked. The rental car we took the first time was costly and inconvenient. If Volare had to be immobile, we at least wanted freedom to get around by road. In the end, we were

One Year In (continued from previous page)

happy to have the freedom of having a car and it may have saved our sanity! It is hot in Puerto Vallarta. Very hot. The car allowed us to find shady hiking spots, go to the movie theater, and get groceries from the luxury supermarkets in comfort and convenience. After four months of the heat, we drove to the US for a month to visit family and escape the tropics. When we returned, we were ready to get cruising again.

MECHANICAL MATTERS

This is a great boat. There's no other way to put it. We chose well and we have enjoyed the fruits of our work. We have done our best to avoid foul weather but nonetheless have had 30-40 knot winds, high swells, and extreme heat and humidity. Volare has endured all with strength and grace. She is approaching 12 years old and can handle anything we have asked of her. That said, the past year we have had some mechanical problems to sort out.

Our generator water pump stopped pumping effectively. Adam was able to clean it and rebuild it. It works well now, but we picked up a spare while we were in the US in case it fails again.

We have found an air conditioner to be a must in this climate. However, it can only be used when plugged into

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shore power at a marina. There are a few hearty souls who live at anchor without air conditioning all summer long. All I can say is they are a sight tougher than we are. I didn't want AC and Adam talked me into it. I acquiesced when he showed me he could install it inside the nav table (pure genius!). I'm grateful every day we have it. We have had to periodically soak the intake filter in vinegar to remove the growth of sea life. Once we discovered the magic of vinegar, this became an easy task.

Raising the sock on our spinnaker is ordinarily a controlled event, but it got away from us and flew to the top of the mast as the sail unfurled. It broke off one of the little scoops on the anemometer. We picked up a replacement while in the US, and it is now up and running after a trip up the mast. This trip coincided with the discovery that our anchor light had stopped working. Corrosion in the wiring caused it to fail. Adam had to bring it down and replace the wiring.

Our three 8D AGM batteries finally reached the end of their lives. They were no longer holding a charge. We replaced them with five Firefly carbon foam batteries after a drive to the US. These batteries can be discharged deeper than AGMs without damage so we purchased a smaller capacity. However, we feel we undershot the mark and are ordering a sixth battery to be delivered to Mexico (three freezers, remember?).

We used our time in Puerto Vallarta to replace our 11-year-old bimini, which was no longer waterproof; to perform sail maintenance; and to do a planned haul out. The labor was very reasonable for the bimini replacement. We provided the canvas and the zippers. We are happy with the result, though we do have two colors of thread up there now. We saw a weak spot forming at the top of the bolt rope of the jib when we took it down for Hurricane Willa. We took it in for repairs and replaced the nylon webbing at the clew where it was chafing and had the UV cover restitched. Not too bad for a boat with 8000 miles! All in all, the sails are in great shape. It helps that they are furled and out of the sun when not in use.

During the haul out, we had the bottom repainted. We had to raise the water line into the boot stripe. The stern is lower than the bow and bottom paint was added halfway into the boot stripe aft and just to the boot stripe forward. Adam suggested painting a stripe above the boot stripe so it's not so painfully obvious that we have submerged our lines. Hopefully this will be the last time!

We have done all routine, scheduled maintenance on the Yanmar, and it has been absolutely perfect! We just did the 1000-hour service. We drove the injectors to a fellow in Puerto Vallarta who pressurized them and examined the spray pattern. Three of our four did not pass his analysis. He sent them off to be cleaned and they worked perfectly afterwards. We have had to bring our oil of choice from the US. Synthetics have been impossible to find in Mexico, so we've stocked up. Not an easy thing to store but worth it to keep the engine happy.

Apart from these items, we have had very good luck maintenance-wise. We did have one clogged toilet on the HaHa but a borrowed plunger solved that one. We have since purchased our own plunger!



EMOTIONS

This part is hard to write because I feel it highlights my weakness. As I have chronicled, we have seen stunning places, eaten well, played and relaxed and learned throughout the past year. We have no reason to complain. We are living our dreams and everything has been going well in large part. Why, then, have I had a few emotional break downs, questioning my life choices?

Some of the reasons are just part of life. The past year has included deaths of loved ones, family struggles, and highlighted the impact of the earlier deaths of loved ones who should be experiencing this with us. Financial worries are also part of life. We spent more money than we planned to. This happened in part because we have been staying in marinas both to travel home and to have air conditioning. It's expensive and not how I pictured cruising. We will save up again though. And we will keep cruising beyond marina life.

Some of the reasons are distance from home. I miss my friends. I miss my family. I miss cold weather at Christmas. I even miss my job at times. I spent so many years looking forward to living the dream that I didn't realize it would mean giving up a lot of the wonderful things that were right in our backyard. I'm a creature of habit. I order the same things at the same restaurants time after time. I'm not the type to seek out new curiosities, even though I usually enjoy them when I do.

Most of all, I think I've struggled with the climate. San Diego has a perfect climate and is insect-free. In the tropics there is one hour of the day in which it's pleasant to be outside: sunrise. After that it's either too hot to move or

the mosquitoes set in as the sun sets. I don't want to sweat anymore!

So, in spite of how perfect this life can be, it has been a bit hard on me all the same. I've always looked up to Carolyn Shearlock of The Boat Galley and her advice has always been spot on. She says the first year adjusting to cruising is the hardest, so I will trust in her and hope to be writing another summary of all smiles next year.

That's it! That's a down and dirty summary of the first year of cruising aboard Volare. Thanks for reading!





Sailors on The Loop:

A Love Affair with Bucket List C320 MKII

BY TOM AND TRACY GRASS

In January of 2017 in Cape Coral, FL, Tom and I set foot for the first time on a 2008 Catalina 320 MK II named Misjudged 2 which was for sale. I mentally compared it to a neglected Catalina 309 that we had looked at recently in Dunedin, FL with a broker. The oily water in the bilge of the C309 had been a definite turn off. We hoped that this boat would be different.

We followed the broker across the cockpit and down the companionway into the salon. As I stepped down that fifth step, the bright airy layout took my breath away. It almost felt like love at first sight. The next thought that went through my head was, "This is too much boat for us."

As Tom examined the electronics and mechanical systems, I started to appreciate the possibility of a real oven, a hot shower and a marine head. There was still that nagging thought in my head, "This is definitely too much boat for us."

As Tom walked past me in the galley, he whispered in my ear, "If you want a bigger boat, this is the one!"

We had started our America's Great Loop adventure in July of 2016 on a well equipped Hunter 260 sailboat at MacKinac Island, Michigan. We had travelled almost 3000 miles down the inland rivers in comfort and safety until we crossed open water of the Gulf of Mexico from Carrabelle to Steinhatchee, FL. After a rough overnight crossing, Tracy wanted a larger boat.

We have been sailors for over 30 years. We enjoyed our 16 foot Hobie Cat in Houston in the 1970s, our Catalina 22 in Illinois in the 90s, and our Hunter 260 trailer-able here on The Loop.

Being retirees in our mid 60s, we appreciate the opportunity to fully enjoy our love of sailing. In our preparations for doing the Great Loop, we briefly considered purchasing a trawler. But in the end the sensations of sailing, the wind in the sails, the heel of the boat pushing gracefully through the waves, and the intellectual challenges of using mother nature to propel us to our destination dictated that we would start and complete The Loop in a sailboat.

With research and encouragement from our son, Tom, we started looking for a larger boat just after Christmas. Two weeks later, a deal was struck in Cape Coral, FL and we became the proud owners of that Catalina 320 MK II which we renamed "Bucket List." Close friends would tease that "When Tracy gets 3- foot-itis, Tom buys a 6 foot bigger sailboat."

Another important aspect of sailing is the people we meet. We have friends in our home marina in Boulder, IL whom we enjoy, and friends with trailer-able sailboat with whom we have enjoyed sailing on the Great Lakes each year. The Loop was a wonderful venue to meet and form lasting friendships with great boaters on both sailboats and trawlers. The sailors stand out in various age groups and on a variety of boats:

- A retired couple from Illinois on a Catalina 380 named Songlines;
- A retired couple from Wisconsin on a Gemini 34 sailing Cat named Endeavor;
- A couple on an Oyster 42 named Spray who sailed over from England;
- A young family with two boys from Ontario on a Catalina 27 named Living Life;
- A young man and his father from Ontario on a Catalina 30 named Tranquility 2.

All of these folks are fun-loving, intelligent, resourceful, and industrious. We can truly say that we have never met a sailor we did not like.

So has the transition to the Catalina 320 been worth it? The learning curve has been steep moving from a 9.9 HP outboard to a 30 HP diesel. But the answer for us is an absolute "Yes!" The Catalina feels like a true home on the water.

There have been a few times that we missed our Hunter 260 named GH3. Travelling up the skinny water of the Atlantic ICW with a fixed keel and a draft of 4' 6", we missed the option to raise the centerboard and keep on going. In Catskill, NY when we had the mast lowered to go through the Erie, Oswego and Trent Severn Canals, we missed the simple wiring connections and the ability to lower our own mast.

But then, we are in our mid 60s and not getting any younger. Our Catalina 320 has many advantages that will enable us to keep sailing for many years to come. We no longer have to worry about trailering our boat on highways. We have a windless instead of manually raising our anchor. We hire a marina to raise and lower the mast instead of doing it ourselves. Instead of having to carry a port a potty 3/4 of a mile to dump it, we pull up to a marina and get a pump out. We even have a bow thruster to help getting in and out of tight slips. Some day the day may come when we can no longer sail our Catalina 320, but until that day we will enjoy every day and every sailing season to the max.

After we bought that beautiful Catalina 320, we continued our travel on The Loop. We had the pleasure of sailing to the Florida Keys. We crossed the Gulf Stream to the Bahamas; we went up the Atlantic ICW to Chesapeake Bay; went down the Delaware Bay; went in the Atlantic Ocean around New Jersey to the NY Harbor; we anchored behind the Statue of Liberty; we travelled the Erie Canal with two of our grand children; We went across Lake Ontario to the Trent Severn Waterway; went up Georgian Bay and across the North Channel to our starting point of Mackinac Island. We wouldn't change a thing. In fact, we might just do the Loop again on our Catalina 320 in our 70s. Final thought ... this is definitely NOT too much boat for us!





Lady Dee

Lucky #13: Reclaiming a C28

By Ceal Potts

My iPhone's screen lit up with a single text question:

Do you want a boat?

As I pondered the question, I looked around at the beautiful interior of the pocket cruiser I was using as a crash pad, and at my glass of wine. It was a civilized, possibly dignified, existence ... far from the dirty boatyards and wanderlust of my former life. Sure, this wasn't my sailboat, but none of the boats I'd ever toiled over and treated like my own were mine. The boat in question could be my very own—the first out of eight other sailboat affairs over the past 18 years—if I could bring myself to say yes.

It had been just about a year since the last of the four Island Packets I had helped refit sailed out of the marina without me aboard. Other than my bicycle and a job in St. Augustine, Florida, the only things I had left from my previous adventures were memories

of cruising from California south to Zihuatanejo, as well as collecting the Packets in the Florida Keys, Bermuda, Cape May, New Jersey, and Green Cove Springs, Florida.

I gave up a little piece of me with each of those boats. The 27 from the Florida Keys was my favorite because of her 2-foot, 8-inch draft. She shined in skinny water and took me to places few ever experience in the Bahamas.

The 38-footer from Bermuda had been abandoned at sea after one of her previous owners had been washed overboard and lost. That boat...I'm here today because the former owner's spirit was next to me on the bow, helping me reset the anchor late one night just before a waterspout struck.

"What is it?" I messaged back.

"It's the boat at the head of the dock, a little rough, with all the junk in the cockpit," came the response.

I knew the boat in question was a Catalina because I'd walked past the badly listing boat-in-question every morning for the past year, and even a

few years before, when I first came to the marina aboard one of the Packets.

The marina had it on the books as a 27, but it wasn't. I knew that by looking at its walk-through transom and wider beam.

"I don't know. Let me think about it," I texted back.

It was a "Florida cold" October night, and the small spark of curiosity I had wasn't enough to ignite a desire to go and poke around on a listing—possibly sinking—boat in the dark.

The next morning, I gave the green scum on the Catalina's neglected gelcoat a longer-than-usual glance as I passed it on my walk up the dock. The sleek look of its hull haunted me all day, and finally, I could no longer resist the urge to scour the Internet.

I scrolled through pages of boat images until I found a match. Hiding under the piles of garbage and debris in the cockpit was a Catalina 28, probably a 1990 or newer!

The process to acquire it took months. Though many people "knew" the boat's owner, no one had information about where he might be. As the days passed and the slip fees continued to pile up, going through the state-mandated process of auctioning an abandoned vessel was beginning to look like my only avenue to ownership.

I didn't want it to go that way, so I acted.

Ignoring the red warning stickers stapled to the boat's companionway — notification of a possible auction — I lowered myself into the boat. I did this

with reluctance with the dockside support of my friend, Wes.

He knew the boat was in bad condition, and like me, was concerned it might start sinking at any moment. I wanted him there as a safety, as well as moral support because I knew this wasn't going to be easy.

As a precaution, I suited up in white disposable coveralls, rubber gloves and a paper dusk mask to protect me from the unknown. Catalina 28s, have four companionway steps leading down to a modest cabin, but I was only able to descend two of them before reaching what had become the cabin sole.

I threw up a little bit in my dusk mask.

The doorway to the portside head was jammed closed by a thick layer of wet, decaying, awfulness. The stench was unbearable.

My eyes scanned what should be the galley. There was a sink, I thought, but it was indistinguishably masked with the remains of food containers and rubbish.

It was disgusting and horrific and I should have turned and walked away, but my brain isn't wired like that. Reluctantly, over the past five months, I'd come around to the idea of owning this boat.

I had figured out it had been registered with the United States Coast Guard as a documented vessel. The path to gaining ownership of a documented vessel is straightforward and relatively painless if the owner of the boat signs over the boat's Certificate of Documentation. The only hurdle to clear is to acquire a paper copy of the certificate.

"If I were a certificate of documentation, where would I be?" I asked myself as I picked through the accumulated rubbish in the boat's cabin. A slight motion under a pile I had just sifted through startled me and I let out a yelp-scream.

"You O.K.?" Wes called down through the companionway.

I was, but something was moving in front of me, underneath me and behind me. Out of the corner of my eye I caught something moving toward me. I turned abruptly to see what it was, and the wet rubbery bug flew directly into the only uncovered part of my body—my face!

"NO! NO! NO! AM NOT OK! THIS IS NOT OK! I can't do this!" I yelled, along with a string of curses that would make even the saltiest blush.

The boat was teeming with cockroaches...hundreds of them!

I forced myself to calm down. This was well away from my comfort zone, but no, I had to do it. I had to find that documentation.

I was just about to give up when I saw the return address of an envelope sticking out from under a cushion: Falling Waters, West Virginia. It's a city and state I've never visited but lone to which I had mailed many documentation renewal forms. I found what I was looking for!

"Toss me ALL the bombs!" I yelled up to Wes.

I knew there was a likely chance I'd see a couple roaches on this mission, but it was far worse than expected.

The documentation was long-expired, but it confirmed the Catalina was indeed a 28-footer, built in 1990, and was hull number 13. Lucky me?

It was either luck or serendipity, but the next day the owner was spotted at a local watering hole. It took a settled bar tab, a check without a comma and a notary willing to sign papers at the bar for the roach boat to officially become mine.

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Lucky #13 *(continued from page 21)*



The clean-up

The marina's original (and arguably better) plan for this boat was to take it out and sink it. No one wanted to deal with the mess and all the problems the mess was likely covering up—except me.

Once the fog of sweet, sweet roach death settled, I suited up again—this time with a respirator, goggles, knee-high rubber boots and gloves I duct-taped closed around my legs and wrists. It took 18 hours with a snow shovel and 36 heavy-duty, black trash bags filled with rubbish to clear the cockpit and interior.

What struck me throughout the two back-to-back days I spent removing rot from the vessel was at some point, somebody before me loved this boat. The deeper I got into the layers of the mess, I began to find photographs and keepsakes from happier times for S/V Lady Dee and her previous owner.

I set a few of these things aside, and the person who messaged me the fateful “Do you want a boat?” text brought the box to the previous owner. I will never know if that gesture meant anything to him.

The boat was floating three inches higher by the time I finished emptying it. It actually tugged at its dock lines! Removing a non-functional, extremely heavy mini fridge (no, it sadly was not filled with Krugerrands) and a partially scorched air-conditioning unit—both weighing heavily on the port side settee—nearly corrected the boat's long-time list.

It took six weeks before the roach-to-human ratio was acceptable.

I did not sleep much during that first night I stayed aboard.

Note: a cell phone camera became my go-to tool before reaching blindly into crevices, holes or places with no clear line of sight.

When the boat finally was clean (and at that point I was using the word “clean” in the loosest sense), there wasn't much left inside.

The stainless sink basin in the head had rusted out and the toilet itself... I removed it along with all the plumbing, and the holding tank, complete with petrified blackwater contents—in a single cussword-filled afternoon.

All of the laminate on the countertops in the galley had peeled up and the Origo alcohol stove was lump of grease and grime. Woodchips were all that remained of the cutting board

(continued on page 29)

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What Makes A GOOD SAILOR ?

By **Alan Clark**, Commodore, Catalina 310/315 International Association



When you read this in February, we will be experiencing serious boating fever. As we get ready for our 2019 sailing season here on the Great Lakes, over the winter I have read articles, including

one from The American Sailing Association. I have added to and spoken with fellow sailors and crew to get insight as to what makes a great sailor. Here are some excerpts from that ASA article along with my thoughts.

ANTICIPATION

The top of the list is Anticipation. We have all sailed on boats with people who seem to know what is going to occur next, where the next puff is coming from, which wind angle, when to tack or gybe, sail angle set, etc. Some are learned by experience, some just seems to come naturally, but some of it isn't. Those skills on a boat are a great asset but not all sailors are blessed with those skills to a higher level.

KNOWING THE BASICS

Knowing and constantly practicing boat safety, navigation-even dead reckoning, knots, points of sail, weather information, vocabulary and all the other basics must be practiced for a person to be a good sailor and role model for crew.

JACK OF ALL TRADES

Strange mechanical things occur on boats. I have found a screw laying on deck that I could not find where it belongs-my thought is a dock mate threw it there to puzzle me- fittings pop out, things fall overboard, lines snap – there's no telling how a sail through rough seas might change your day. For this, an ability to think on your feet and improvise is the quality of a good sailor. There is nothing so comforting as being around good sailors who, when faced with a problem, simply start figuring out solutions based on the materials on hand. Boats don't carry spares of everything, so innovation often reigns supreme. Some of the most ingenious creations in the universe have been developed by good sailors on long passages in small cruising boats. Maintaining one's boat helps a lot to try to prevent those "OH CRAP" moments but not everything can be prevented.

CALMNESS

Truly good sailors are never the ones screaming and throwing tantrums. They are the ones figuring things out. But beyond being calm under duress, good sailors are usually just calm in general. It's a disposition that serves nearly every sailing situation and good sailors know it. To be calm is to be clear of mind and clarity is an enormous advantage when sailing. Thinking things through, not only sailing but at the dock, takes just a moment longer than rushing headlong into something that will only have to be fixed again, or, make the situation worse and must be re-done. A man-overboard situation is one that needs practiced and when and if it ever happens, it becomes just a process. Think, don't just jump!

What Makes A GOOD SAILOR?

(continued from previous page)

LEARN THE BOAT

When you get on your boat or another's, a great Sailor will take a quick inventory of how the systems on the boat operate and in a matter of minutes will be an integrated crew member or skipper working as if they have been on the boat for years. When you are at the dock on a NON-Sailing Day, crawl into the caves of the boat, get a manual and read about the boat, ask fellow owners about the idiosyncrasies of your boat and prepare. Knowledge is power!

EXPERIENCE

In sailing, nothing beats experience. Miles under the keel in most instances can provide all that is needed to become a good or great sailor. In most cases, with a solid footing in the fundamentals, it brings with it the aforementioned calmness, the quick understanding of any boat's systems, the ability to innovate and improvise. Whether racing or cruising or just getting out on your boat or with friends on theirs adds to experience. Take a night sail, or a long day passage, get out in wind that is beyond your normal/comfort range, go to a port that you

have never been to. When we first bought our boat within two months, we buddy boated with a friend on a 260 mile trip to different ports in different weather than we would have ever gone to by ourselves. It was a great experience that we shared and was an immense confidence builder. Leave the dock!

COMMUNICATION

The ability to communicate with crew and other boats, calmly, clearly and precisely, saves questions at the wrong time where one might avoid a dangerous situation. We always file a float plan when doing a more extensive cruise, so we communicate this to friends and relatives as a preventive measure.

STRIVE

Just get out and sail as much as possible to different destinations with or without boating buddies in weather, enjoying it and relaxing. Being a good sailor is not about sailing with white knuckles but about the experience (s), being able to safely return to the dock and share stories with friends.

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CATALINA 400/445 INTERNATIONAL ASSOCIATION

Changing Out The Piano Hinge For Single-Handed Access To The Engine



C400 Association
Technical Editor
Olav N. Pedersen

I would like to thank Ed for submitting this article for the 445 group and invite all 445 owners to participate in sharing your knowledge and experiences with the rest of us Catalina owners. **—Olav N. Pedersen, olavnp@gmail.com**

When Kathy and I bought our new Catalina 445, we thought we had the perfect sailboat. After all, it's really a scaled-up version of the Catalina 36 (which we loved) with up-to-date amenities and electronics. What's not to love? And then, at 50 hours, we found the "wart".

The Yanmar manual specifies several maintenance procedures after 50 engine hours; among them a change of engine oil and the filter. It's a simple enough job and I always like to do my own maintenance work. It keeps me "in tune" with the boat and I'm sure the work is done properly – after all, who cares more about my boat than me? That's when the fun began. Trying to move the engine enclosure for unfettered access to the oil filter was nearly impossible.

I know, I know – lots of sailors say that it is unnecessary – there is a small access door provided that permits access to the filter. But preventing oil spillage is difficult even with full access to the engine so I wasn't willing to try it through that tiny door.

Let me start by describing the problem: The front engine enclosure (really just a wooden box with an open top) and the upper stair assembly form a two-part structure joined by a long piano hinge (see photo 1). Both parts had to be removed at the same time. In addition to being large and heavy the



The companionway stair assembly. Note the position of the piano hinge

two parts want to swing independently making the job doubly difficult! It was all we could do – working together – dockside under perfectly calm conditions to get the structure removed. Furthermore, getting the enclosure back in place was even more difficult than removal.

Sooner or later I knew I would need unfettered access – to change out a raw water impellor or alternator belt. Being at sea under emergency conditions is not the place to attempt enclosure removal for the first time. Much better to get used to the situation at dockside under controlled conditions.

There had to be a better way. So after some careful thought, I decided to swap out the piano hinge with a pair of sliding "take apart" hinges. That way, the upper stair assembly could be removed separately making engine access a one-man job.

For those not familiar with "take apart" hinges, they are just like an ordi-



Showing the adhesive pad removed prior to temporary removal of the second tread.

nary leaf hinge except that the hinge pin is replaced by a pintle-gudgeon arrangement so that the two leaves can slide apart. I used SeaDog brand take apart hinges; 4" x 2". A simple examination of the situation will show that the upper (stair) assembly had to slide towards the starboard – sliding towards the port would be blocked by the small pantry structure. Intuitively, it is tempting to think that the sliding direction is determined by which hinge part (pintle or gudgeon) is mounted to the stair section. It is not! Don't make my mistake – orientation matters and you definitely need the LEFT SIDE MOUNT hinges.

The first step in the hinge change-out is the removal of the second (from the bottom) tread. While you're at it, the job is much easier if the tread above is also removed. To do this, simply pry up the rubber insert pad with a small screwdriver – it has a tacky adhesive on the back so be sure to carefully lay it face down for replacement when the job

is finished (see photo 2, previous page). Once removed, you will have access to the screws below that hold the tread in place.

Start the project by folding the companionway stair assembly forward and removing the two wing nuts and washers holding the lower engine enclosure box in place. Be careful not to let anything fall onto the engine – could be very tough to find if they parts that are mishandled. There is a small electrical connection on the starboard side of the engine enclosure for the night-light system. That should be unplugged before attempting enclosure removal. Once that is accomplished, remove the complete two-part enclosure – for the last time. Lay it on its side and remove the two dozen or so screws holding the piano hinge to the two parts.

Return the lower engine enclosure to its position around the engine and secure in place with the two wingnuts and washers that were removed earlier. Finally, prepare for hinge replacement by resting the upper stair assembly in its normal position above the engine enclosure box.

Hinge placement is important so care should be taken to get it right. Locate the axis of the pintle/gudgeon part directly over the gap between the upper and lower companion way structures.

Locate the left hinge about 1-2" from the edge of the box. The position of the right hinge is more critical. See photo 3 for more detail. Use of blue masking tape will hold the hinge parts in place during the drilling of pilot holes.

I can't be sure it is vital, but I chose to locate the "pintle" hinge leaf on the lower enclosure structure. I would recommend this arrangement as I'm sure it works well. When drilling the pilot holes for the screws, take great care to drill the pilot holes in the exact center of the screw holes in the hinge plate. An off-centered pilot hole will force the plate to shift as the screw is driven home.

Once the eight hinge screws are screwed in place, it would be wise to be sure everything is working properly by rocking the stair assembly forward and sliding it to the left for a test removal. Assuming success, you can slide the stair structure back and replace the treads removed earlier. The final steps are the careful replace of the rubber pads into the recesses of the treads and reconnection of the night-light system.

There you have it. Any time you require unfetter engine access, a lone hand can remove the two sections, one at a time and work without obstruction.
-Ed Brown, Celtic Voyager, Catalina 445, hull #85



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Upper and lower structures returned to normal position. Two "take-apart" hinges positioned and held in place with blue masking tape prior to being screwed in place.



The port side pintle leaf screwed in place – showing the correct fore/aft position axially aligning the pintle structure with the gap.



Showing the upper stair assembly tilted forward after the hinge replacement. Note the hand hole I cut in the delrin part – very helpful during the removal procedure.

CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

Captain's Chair



C380/390 Association
Technical Editor
Michael Gilmore

First, I have to admit that I stole the whole idea from my good friend Mike Gilmore, Catalina 380 owner, who created somewhat the same thing a few years ago.

Prior to this project, I had a captain's chair behind the helm that was 11 years old and falling apart. It was a good design by a company that long since went out of business. It clamped to the stern rails and if I wanted to get to the swim platform, I had to either climb over the rails or remove the whole thing. Though I would typically do this at anchor, doing this just to get to the davits or something else was simply impractical.

The solution was to through bolt a pedestal to the transom insert,

mount a fancy contraption to the top of the pedestal so it would swivel, move front to back, and even go up and down to better accommodate my admiral who is vertically challenged.

The pedestal is built by the Springfield company in Canada but sold by the Wise company in the US. The "package" included the pedestal and the top that attaches to the pedestal. I selected this specific model to have the ability to swivel, move backward and forward, and up and down. There are other models available from the simple to the complex depending on what you want. The model I purchased is "Wise 8WP145 Heavy Duty Mainstay Air Power Pedestal with Locking Swivel and Slide" and purchased it from Amazon for \$193. Pedestals are available as fixed height or variable height, with or without air cushion riser mechanism. For my 387, the height I personally needed was 15" from the insert to the bottom of the seat. The height is important when you shop for pedestals.

The actual seat is not sold directly with the pedestal package but there are many choices ranging from \$35 for the one I chose to hundreds of dollars. The measurement front to back is important here to make sure it fits between the rear rail and the helm. I decided that I needed a seat where the front to back dimension was 15". That gave me room to stand between the seat and the helm and was small enough that I could still swivel the seat when at anchor. The seat I selected was "Leader Accessories New Low Back Folding Boat Seat" purchased from Amazon for \$40.

Construction and installation is pretty simple. First, you need to measure where to put the base of the pedestal. You can't just install it in the center front to back and still make the seat dimensions work. On my C387, the ideal placement was almost all the way forward. On a C380, it is farther back. Once I had the placement, I used the pedestal itself as the template and drilled the first hole and put a bolt through the base and the insert to hold things in place. The next hole was 180 degrees around with again a bolt through it. Now with the pedestal stable, I simply drilled the rest of the holes right through the holes in the pedestal base.

I thought it important to reinforce the base so put a backing plate of Starboard and used the transom insert as the pattern for the holes in the Starboard again purchased from Amazon for \$28.

I used 1/4 x 1 3/4 stainless bolts, fender washers, and locknuts to bolt the pedestal to the insert. **IMPORTANT:** Be sure to bolt the pedestal to the insert in the correct orientation. Though not marked as front, there is a specific front to the pedestal. You will notice groves in the pedestal which allow the swivel to lock. Line up the grove in the top of the pedestal with the whole in the base to locate the "front". Since the bolts are stainless and the base is aluminum, I coated the area where the two metals



C387 Association
Technical Editor
Tom Brantigan



C385 Association
Technical Editor
Chuck Couture



meet with “LanoCote” to prevent later corrosion.

I ran into one problem at the end. Since my previous captain’s chair clamped to the back rail and sat on the transom insert, I never bothered to use the rubber straps under the insert to securely anchor the insert. After the

installation of the pedestal, I tried to use these straps and discovered that the insert was a little too narrow to get them clamped. When one was successfully clamped, the opposite side would not stay clamped. My solution was to put spacing washers between the hull and the lower part of the straps to

effectively stand them off and allow the straps to work. This is an easy project and gives you a great place to sit behind the wheel and still see over the binnacle and still allow us to comfortably stand behind the wheel. —**Thomas Brantigan**, Tbrantigan@verizon.net

Lucky #13 *(continued from page 22)*

over the stovetop. The platform where the stove top sat was just as bad. The knobs on the faucet in the galley were so badly corroded they could not be turned.

The AC panel

And then there was the electrical situation. Both the AC and DC sides of the panel were D-E-A-D. Not as in “oh damn, the battery is dead,” or “shoot, the power’s out on the dock again,” but, as in burnt-to-a-crisp dead.

At this point I was ready to purchase a little pack of problem solvers, strike as many into flame as it would take and walk away. But alas, I didn’t because finishing what one starts is something I was taught.

The AC power system became the most important problem on my (impressively long) to-do list. There had clearly been an issue at some point because the remnants of a yellow shore-power cord were melted into the cockpit’s nonskid and the wires running from the receptacle on the transom were scorched.

It’s probably all the cleaning solvents I’ve unintentionally huffed over the years, but I kind of like figuring out electrical issues. It also helps that I work for a hybrid power company and am immersed in the power spectrum every day.

Figuring out the epic fail in the rat’s nest of AC wires hidden behind the electrical panel didn’t take long. The 30-amp, shore-power breaker had failed and the previous owner—obviously still wanting shore power—had wired the 30-amp service coming into the boat DIRECTLY into one of the outlets. In the hierarchy of epic fails, this was close to the top.

I had to replace almost every inch of AC wiring and every outlet on the boat. Finally, after about a week of 7

p.m.-to-midnight shifts working on the electrical system, I threw the switch and put my brand-new, yellow, shore power cord into service.

And for the next several minutes after turning on the power for the first time, I was a total freak, dashing in and out of the boat, touching every electrical receptacle, feeling the yellow cord for heat and sniffing the back of the breaker panel for anything acrid. The only breaker on the AC panel that had anything hooked up to it was outlets, but it worked exactly like it was supposed to, and I’ve never been so happy about electricity in my life!

The DC panel

On to the bigger rat’s nest: the DC side of the panel.

In hindsight, getting a bilge pump operational should have been a higher priority, but the bilge was packed full of engine oil, rags and rotting cardboard. My initial reasoning for holding off on the bilge pump was if the boat hadn’t sunken already, it probably would be fine a little longer.

That said, I pulled out at least 20 pounds of wires that went nowhere ... and I’m not exaggerating. Wires were connected directly to the 12-volt batteries and other wires were spliced to those wires and connected to the cabin lights, instruments, auto pilot and the bilge pump. None of it was even close to functional.

Every cabin light in the boat, with the exception of the two lights above the cabin table, was literally burned/melted out and had to be replaced. Oddly, the water pump was brand-new and had no wires from the panel to it. I installed two 12-volt batteries for a 170-amp/hour house bank. Then I wired in a 30A battery charger. Pulling wires on this boat is a challenge.



Every wire must be routed behind the ice box insulation and through a blind passage into the back of the panel.

A few 120 VAC and 12V shocks later — I’m a slow learner — and both the AC and DC sides of the panel were 100 percent operational.

Plumbing and poo

Plumbing came next because who doesn’t love a functional toilet AND running water.

Next up on the to-do list was the 250-pound, 20-horsepower iron horse in the room I had been deliberately putting off: the Universal M-320 Diesel. Pulling injectors, adding Marvel Mystery Oil and respecting the power of the breaker bar were all things I learned—but what made me abandon all that and go with an electric motor is a story in itself.

More on going electric, getting out onto the Intracoastal Waterway (with assistance) and six weeks in the boatyard with boat in the next issue of Mainsheet.

Ceal Potts has a degree in journalism from Central Michigan University and a penchant for the near impossible. Her boat, *S/V Wooden Shoe*, is her sanctuary and projects don’t scare her. Follow her on Facebook (Cecilia.potts) and Twitter (@cealpotts) to see updates on her Catalina 28.

CATALINA 36/375 INTERNATIONAL ASSOCIATION

Refrig Update



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer



C36 Association
Technical Editor
Mk II hulls
Chic Lasser

Before I get into this issue's article please forgive me if I stand on my soapbox a minute. This section of Mainsheet is designed to share ideas and upgrades among our large number of C36 owners and not to see what Chic Lasser has done to his boat to make it more comfortable for his family. I need your help now or soon you will not be getting a quarterly update as to what I have been doing to my boat. This is your section and I need everyone to share their upgrades amongst our group. One of the

main reasons I bought our C36 eighteen years ago was the strong association and the willingness of its members to share ideas and modifications to make our new boat truly unique and better than when it came off the production line. So please take a minute and write an article and shoot a few pictures of your modifications and share them with the group. Put your article in word format

and send the text and the photos to me at chiclasser1@yahoo.com your editor and I will clean it up if need be, but from my experience they very rarely need much cleaning up. Again, please step forward and help me make this fleet the best in class.

This issue's article deals with the Refrigerator lids and how to better make them energy efficient. When our boats were first built way in the 80's it was something to have refrigeration let alone anything energy efficient. Times have changed and if you go to any large boat show today you see refrigeration systems that rival your home unit. Magnetic seals on the doors and plenty of insulation to make the unit work efficiently is the rule. Unfortunately, our units do not fall into that category.

If you search the archives on the website you will see some articles I authored over the years detailing the modifications I have made to our refrigeration unit. From, splitting the unit into a dedicated Freezer/ Refrigerator, to reinsulating the box to dumping the air-cooled unit, I am always looking to increase the performance of that old box. Because part of my box is kept in single digits as a freezer letting heat in makes my unit run inefficiently.

On a recent extended trip this summer I noticed some condensation between my insulated blanket and the

unit, which got me, thinking. Photo 1 shows the foam weather-stripping I added some years ago to help seal the lid against the factory weather barrier. It can be purchased at Home Depot and I wrapped it around the parameter of the box lower lid. This added barrier was put there to allow the weight of the lid to compress it against the factory foam and hopefully seal the lid better. Did it work? I'd have to say yes, but not as good as say magnetic weather-stripping. Secondly, to help seal out the heat I then took some Reflectix insulation sheets and built a vinyl blanket to place over the box when not in use. The Reflectix was inserted into the vinyl bag and then sewn shut. The idea was a second barrier for the heat to enter the box was better than one. Did that help? Yes, but not as good as magnetic weather-stripping. Photo 2.

As I stated in the beginning of the article while cruising this year we noticed some condensation on the bottom of this blanket from leakage from the freezer hitting the warm moist summer air. Again, my mind started to look at the problem and how to fix it. Obviously the weight of the lid was not compressing the weather-stripping enough to make the desired seal. After a little thought and trial and error I decided I needed to put more pressure on the weather-stripping and the easiest way was with downward pressure. I



purchased four 2 ¼" SS barrel bolts and mounted them in the center of each section of the lid (Photo 3). When latched it put a lot of downward pressure on the lid and sealed the lid nicely against the factory foam thus eliminating the problem that caused the condensation. When using the refrig my wife does not engage the bolts but when done preparing happy hour snacks or a meal we latch it tightly to seal in the cold and seal out the heat intrusion. Pretty easy to do and this made a big difference in the performance of our Frig/Freezer. Finally, I'm getting close to that magnetic weather-stripping. **-Chic Lasser**, chiclasser1@yahoo.com



We want to hear from you! This is your section and I need everyone to share their upgrades amongst our group. One of the main reasons I bought our C36 eighteen years ago was the strong association and the willingness of its members to share ideas and modifications to make our new boat truly unique and better than when it came off the production line. So please take a minute and write an article and shoot a few pictures of your modifications and share them with the group. Put your article in word format and send the text and the photos to me at chiclasser1@yahoo.com your editor and I will clean it up if need be, but from my experience they very rarely need much cleaning up. Again, please step forward and help me make this fleet the best in class. **-Chic Lasser**

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CATALINA 36/375 INTERNATIONAL ASSOCIATION

(continued from previous page)

Oil is the lifeblood of all our engines. When it starts leaking out it means big repair bills unless you know how to handle it yourself. This issue we have Mike Hartzell describing how to change out the front main oil seal on a M25XPB (it will be very similar for all Universal engines in the C36's). Mike has more pictures that can be shown in this article so please visit the C36 website and search for his full article with all 10 pictures. Mike's article appears at the break below, but first a little aside on my experience keeping oil where it belongs.

While cruising the Gulf Islands with Stu Jackson of C34 fame this past summer, we both developed oil leaks. We found his right away, where the raw water pump bolts to the timing cover. Stu's challenge was replacing the material on the timing cover so one of the studs/bolts holding the pump on could be installed/tightened. Last I heard he finally got the problem licked. My problem is I couldn't find the leak. We broke out low and hi tech methods to find the source; borescopes to strategic placements of bilge pads to collect the messy black stuff. I tracked it down to the area around and forward of the dipstick. Taping up the dipstick didn't help, and nothing was coming out of the Fuel Rack. Stumped but not ready to call in professional help, I got some fluorescent dye and a black light flash light from Amazon for about \$25. I was then able to see the leak was coming from behind the starboard forward motor mount. I know you gear heads are saying, "IMPOSSIBLE!" There is no opening to the block there. I agree. Upon removal of the mount I found that sometime in the past someone used too long of bolts to fasten the mount to the block and managed to crack the block open. I cleaned up the area and liberally spread Permatex #2 and remounted the mount. I think the reason it took so long to find the problem is because of our knowledge of the engines – so you neophytes out there have the advantage and can solve this type of problem easier than the experts! Now on to the forward main seal.

–Chic Lasser, chiclasser1@yahoo.com

Oil Seal Replacement

By Mike Hartzell

Although I've sailed for more than 35 years, I didn't have a lot of experience maintaining and repairing boats until about one and a half years ago after I purchased my current boat, Tortuga Verde, a 1988 MKI Catalina 36. The boat's home port is Pensacola Florida, an area of the country that doesn't have an extensive sailboat fleet or service support for its sailors. Thus, I find myself with few options when some part on this 30-year old boat needs to be replaced or repaired. Often the decision I need to make is to either wait a long time before I can get service (and it's going to be expensive) or try the repair/replacement myself. This decision, I'm sure, is familiar to many Mainsheet readers. Over the past year, I have attempted more and more of the repair/replace jobs on my own. I have learned a lot and have gained not only a deep satisfaction of learning a new skill and then applying that to my boat, but just as importantly, I have gained a much deeper understanding of the various boat systems and how they work (and don't).

A lot of the work I've done over the last 6 months on Tortuga Verde has been on the auxiliary diesel engine, a 1999 Universal M25XPB.

While the boat was hauled earlier this year to do a bottom clean and repaint, I took the opportunity to clean and/or replace some of the engine components including the heat exchanger, raw water pump (changed out the Sherwood for an Oberdorfer), freshwater/coolant pump, thermostat, exhaust manifold, and the various water/coolant hoses. After launching the boat and starting the engine, no leaks or other issues were observed. All seemed to be in order; the engine seemed to run better and overall, I was very pleased with all the work I had done so far.

However, during my first trip after running the engine up to its cruising RPMs for 1 hour, I noticed oil had been deposited in a starboard-to-port arc on the sole and inside cowling near the front of the engine. The amount of oil was slight – maybe 1 tablespoon altogether. After cleaning up the oil, I observed that the engine did not leak at rest but after running for more than a few minutes, the leak returned. I also isolated the most likely origin of the leak by carefully examining (including use of a mirror) the easily observable/accessible areas on the front of the engine and noting that the oil was deposited in a spray pattern which was in a line parallel to the rotating crankshaft pulley. I





confirmed this oil pattern by shining a bright flashlight at the spray and seeing very fine droplets of oil being flung by the crankshaft pulley while the engine was running. After extensive online research and talking to those more experienced than I with marine diesel engines, it seemed that the likely origin of the leak was the front oil seal located in back of the crankshaft pulley. The first thing I tried was a leak stop product but it didn't stop the leak and the leak only got worse over time. At this point, I decided the seal needed to be replaced. However, because of its location, a qualified diesel mechanic was necessary to access/replace... or so I told myself.

After trying unsuccessfully to schedule a marine diesel mechanic, I decided to attempt the repair on my own. The following is my experience with replacing this seal and although seals differ between engines, the technique is likely very similar. The bottom line: the job was much easier than I thought (or had told myself) it was going to be, I successfully repaired an oil leak and I would definitely do again if necessary.

I obtained the necessary seal from Westerbeke/Universal but since this M25XPB is in essence a marinized version of a Kubota tractor diesel, the same oil seal could be obtained for 1/3 the cost from a Kubota parts supplier. Tools I used included an 18v impact driver to remove the crankshaft pulley bolt (one of my biggest concerns was how to remove the bolt if it was seized up) and a generic pulley removal tool to remove the crankshaft pulley. The crankshaft



pulley tool was purchased from Harbor Freight for approximately \$15 but some auto parts stores have them for rent as well for free (AutoZone in our area does). I also used small picks/screwdriver and a socket wrench with a 7/8" deep socket.

To properly access the crankshaft pulley, I removed the raw water pump's inlet hose, engine belt, pulley bolt and crankshaft pulley in that order. The bolt took 5 seconds to remove with the impact drier – it was not seized at all. The pulley came off easily with the removal tool and once it was removed, I now had good access to the oil seal. Next, I cleaned the oily residue from the engine front using a brake cleaner product. I had some difficulty getting the old seal out but after careful use of metal picks and a small screwdriver to start one side, the seal finally came out. This seal had been in the engine for many years (possibly, the original seal) and so it was somewhat difficult to remove. An important point is to

remove the oil seal carefully; don't damage the surfaces of the crankshaft or the engine body or else a proper seal can't be obtained when the new one is inserted. If I do this again, I will consider using an oil seal extraction tool to facilitate the job. Once the seal was removed, I carefully cleaned the groove in which it sat.

Now the most difficult part of this repair was encountered – installing the new seal. I didn't realize how tight these seals fit around the shaft and I didn't have a specific tool to facilitate the installation. The seal is composed of a metal ring surrounded by a rubber material on the inner lip and outside face. There is also a metal spring inside the inner lip which provides tension and holds the lip against the shaft. The seal must be driven in straight and without damaging the metal ring or rubber surfaces. If the seal is not set in straight, if the rubber is damaged, or if the spring is not in place, the seal will likely leak in the future. A liberal amount of grease must be applied to the seal's inside lip to enable setting the seal. I also applied a thin film of Permatex #2, a black, non-hardening sealer on the seal's outside face (the side which faces the engine, NOT the shaft side). I used a 1.5 inch deep socket and hammer to drive in the seal; the socket was sized so that it pushed on and fit the most sturdy part of the seal – the metal ring. Once the seal was in, I reattached all the components then ran the engine for 30 minutes to check for leaks. None occurred.

In conclusion, with no prior experience and taking about 2 hours of my time, I performed a job that would have likely cost me significantly more. I gained valuable experience and I understand my diesel engine better. **–Mike Hartzell**

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CATALINA 350 INTERNATIONAL ASSOCIATION



C350 Association
Technical Editor
Bill Templeton

It is with both buyers and sellers remorse I tell you that we (Pat and I) have traded our beloved 350 in on a 2019 C385. I know, I just completed a commentary on why we did not need to move to another boat...but, we volunteer at the Catalina owner's table at the Annapolis Sailboat Show each October and stare at all the new models, poke around on them....chat with Gerry, Sharon, dealers and ownersfinally just could not resist the prospect and challenge of a new Catalina.... Hey, it's not like I went to another brand....I'm not that crazy! Many of the modifications I have made on our 350 since new (2005) and written

about in this column over the last several years I will be doing again on the 385. I will miss the 350 group....I even asked Gerry Douglas if I bought a 385 could I stay in the 350 group.....LOL. I still have articles in the queue for the Summer and Fall issues of Mainsheet but if any of you are interested in stepping into the "Tech Job" don't hesitate... it's great fun. So watch out C385ia, I have a bunch of stuff I will send you as I do with our new boat much of what I did with the 350.

This quarter I submit to you Bruce Whyte's article sub-titled SSB on the Cheap. **-Bill Templeton,** pbtemp6816@verizon.net

SSB For \$1,500? No Way. Maybe.

I sailed the ARC 1500 in the year of "Irene". ARC required every boat to have a working SSB for daily scheds and contact with the organizers and other boats. We had a new system that was allegedly installed and calibrated. It was not working when the crew arrived. I was told, as navigator, to fix it but despite my incredibly superior ability to read a manual, found

it impossible to get running. Our neighbor, who had the same system, could not get it running. "Fix it on the way" was the skipper's retort as we cast off lines and set sail for Tortola. How we could do that without communications was a mystery to me.

We twice had contact with another rally boat, the very same one that had tried to fix our SSB. Our contact with them was via VHF, meaning they were within about 30 nMiles. They relayed our position to the organizers who had been worried about the duration of time without contact. Apparently the SSB was finally fixed about 4 months and several technicians later.

I decided then and there that if I ever left the coastal waters of any country I would have a working SSB that I could actually use competently. But the entire project was daunting. A new language had to be learned. More equipment to be bought. What pieces. Where to put them. How to hook it up. At what cost.

I met a global wanderlust sailor who had SSB consisting of second hand equipment and other odds and ends. This had worked properly across the Pacific and the Atlantic. After several liquid consultations I decided to give it a shot. I wrote down all the individual pieces needed on a napkin (where all new ideas were found). So, I hunted for all the pieces he recommended and found them over 6 months

A second hand iCom706MkII transceiver found on eBay. When I received the transceiver, I wired it up to the lawn mower battery to check it actually worked. All the lights came on but no transmission. I took it and the tuner to a local Ham store. They checked them both out, replaced 2 transistors in the transceiver, but otherwise, after \$100 charge, declared them sound and good as new.

An SG-230 automatic tuner found by a friend in a chandlery in Virginia (who also vouched for the chandlery owner). After a trusting phone call, we negotiated a reasonable price and had it shipped home. It was tested with the transceiver as above and declared healthy. It was screwed onto a wooden backing plate that was glued onto the inside of the port aft hull high and out of the way (Figure 1).

A Ground Plane (ground, counterpoise). This was one component I was most concerned about. Did I have to lay copper

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tape from one end of the hull to the other? I had heard of some external hull options. Was there another way. I came across the KISS system and checked their specifications and claims (which were excellent). This consists of a 10' long piece of semi-flexible cable that is about 1.5" in diameter and which contained multiple lengths of antennae inside. It could allegedly be placed virtually anywhere on the boat. So we bought that. The plane was run in the space used by all the wiring running from the breaker panel to the aft of the boat high on the port side. It left about 2 feet in the aft

port swim locker that had to be gently curved out of the way of everything else there (Figure 2).

The actual antenna was the final piece. Did we want to cut and insulate the backstay. No, it would have cost more (\$1,500 minimum quote) than we were prepared to pay for the entire set up. Did we want a 23 foot antenna fixed to a side/rear rail. No, we would look like the Clampetts sailing into town. So after extensive research, we opted for the GAM split backstay antenna. The antenna slid over and up the port side split backstay. It starts about 4 feet below the backstay split and finishes about 6 feet below the mast head. It is fixed by several plastic ties only. It connects to the tuner via a cable through the transom. This required a bucket lift for 15 minutes to affix it (Figure 3).

So, we had the pieces, they were now connected. I had elected to have the main unit of the transceiver hidden behind the breaker panel and connected to the front plate via a cable. The only other hardware needed was a new 20A breaker to fill a spare slot for the SSB.

Now to the final piece: does it work. Once powered on and after some searching of the internet, I was able to listen to Canadians talking about Canadian stuff, truckers across the entire continental US talking to their friends and offices and others I could not understand.

So it works. We have not gone up in smoke. Let's hope we never need to use it! But it looks really good on the instrument panel also.

-Bruce Whyte, Aussie Mate Hull # 357



- iCom 706 MkII transceiver..... \$400
- iCom front plate mount..... \$30
- iCom cable to front mount \$130
- Repair..... \$100
- SG-230 automatic tuner \$155
- KISS ground poise \$149
- GAM antenna..... \$450
- Hire of bucket \$75
- 20A breaker..... \$28

Total Cost..... \$1,517

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Improving Access to the Rear of the Engine



C34 Association
Technical Editor
John M Nixon

C34 Associate
Technical Editor
Ron Hill

In this issue we have a nice article directed at those folks who have abused (or contemplated abusing) themselves trying to work on or around the rear of the engine in our pre-Mk 2 boats. The author is Dave Spencer who lives in Southern Ontario with his wife, Kathy. They enjoy sailing their 1994 C34 Mk 1.5 on

the Great Lakes; mainly Georgian Bay and The North Channel. **—John Nixon, Orta Vez; Hull #728, c34hull728@gmail.com**

Current Access to the Engine

Access to the rear of the M35AC engine for routine inspection and prudent maintenance on my 1994 Mk 1.5 C34 named Good Idea has always been difficult. I sought wisdom from the helpful crowd on the C34 forum and learned that newer Mk II C34s have cabinetry panels that can be removed to gain access to the rear of the engine but the enclosure separating the aft cabin from the engine compartment on my boat is fixed fibreglass cored with plywood. After years of awkward access, it was time for some alterations to create an opening that would become my maintenance access hatch.

Hatch Selection

The group on the C34 forum offered three suggestions for a hatch on the rear engine wall:

Custom made, off the shelf or home-made teak door similar to those that provide access on the port and starboard side of the engine, A panel secured by cleats or grooved battens, An off the shelf hinged marine hatch

Since my cabinet making skills and my budget couldn't accommodate a fancy teak hatch and the aft cabin is rarely occupied by discerning teak aficionados, I elected to go with a premade marine hatch. I picked up an AMarine-made watertight deck hatch (AMRE1-243-607-01) from Amazon for about \$45 CAD (on 12/2018 about \$47 USD

on Amazon Prime). This hatch requires a 525 x 168mm (20 5/8" x 6 5/8") cut-out. The outside dimensions are 607 x 243mm (23 7/8" x 9 9/16") giving me a nice big flange for a neat appearance (and to hide any cutting errors). I had initially selected a smaller hatch but the group on the C34 forum correctly recommended getting the biggest hatch that would fit. I was pleased with the robust and neatly finished product when it arrived.

Preparation Work

I carefully examined the inside of the engine compartment to ensure there would be nothing in the way while cutting the rear wall. I had several fuel and water hoses that I had to cut free from their tiedown cleats on the rear wall and I carefully tied them back to the engine to ensure they wouldn't be damaged by drill bits and jigsaw blades that were soon to invade their previous home. I made a cardboard template of the cut-out and positioned it about the centreline of the engine. I was briefly concerned that the very solid 20 mm thick rear wall of the enclosure was so robust that it must have some structural purpose. However, the enclosure clearly doesn't support any other part of the boat and I was satisfied that the wall was designed heavy to reduce noise, vibration and, to a lesser extent, heat emanating from the engine.

Cutting

Before cutting, I drilled a couple of small (1/8") probe holes along my cutting line to see where the cut would end up in the engine compartment. Satisfied that I had drawn the cut-out in the right place, I drilled a couple of larger holes to allow me to start cutting with the jigsaw. The combination of fibreglass and plywood was tough to cut and my blades, designed to cut wood, quickly became dull. I clearly had the wrong blades for the job but I was 250 km from home and the excellent local hardware store was uncharacteristically bereft of carbide jigsaw blades that day. I persevered with what I had and was eventually able to claim success... a bit prematurely. When I trial fit the hatch in the hole, I found the hole was about 1 – 2 mm too small in a few places. After some dusty work with the barrel sander on my drill, the hatch slipped into place.

Hatch Installation

Before installing the hatch, I lined it with acoustic / thermal insulation similar to the material used in other areas of the engine compartment and sealed it with a layer of aluminum tape. I elected to install the hatch with the hinge at the top thinking that it would swing up above the mattress in the aft cabin and leave an unobstructed surface to lean on while working in the engine compartment. However, I found





the hatch would only open about 170 degrees as it hit the teak fiddle on the shelf above before it fully opened to 180 degrees. The open hatch significantly obstructed my view looking down into the engine compartment and it would have been really no better if it opened the full 180 degrees. I removed the hatch and rotated it to hinge at the bottom, drilled pilot holes and secured it in place with 3/4" #6 flathead screws. This greatly improved the view into the engine compartment; especially the view of the transmission dipstick which is notorious for being difficult to see and difficult to reach.

With improved access to the rear of the engine, re-securing the hoses that I had pulled away from the wall was a relatively easy task.

After One Season

I'm very pleased with this improvement. Checking and changing the transmission fluid is now an easy task that I used to dread (and therefore didn't do as often). The hatch provides excellent access to the heat exchanger zinc, the heat exchanger and associated hoses as well as the electric fuel pump and the exhaust elbow flange. I wish I had thought to do this job a few years ago when I removed the heat exchanger and replaced all of the cooling hoses. Replacing the failed electric fuel pump two years ago would have been much easier too.

The pictures are taken with the mattress removed. With the mattress and bedding in place, I need to compress the mattress slightly to

allow the hatch to open. This is not any inconvenience and it's an easy trade-off to get the access I now have to the rear of the engine. With the hinge at the bottom, I thought the open hatch would obstruct my reach into the engine compartment but it doesn't. I leave the mattress in place when I check the transmission fluid but I protect it or fold it out of the way if I have any messier jobs to do. **—Dave Spencer**, Good Idea, Hull #1279, spencerdd@gmail.com

The hatch provides excellent access to the heat exchanger zinc, the heat exchanger and associated hoses as well as the electric fuel pump.

If I Was To Do It Again

If I had to do this job again, I wouldn't change much except:

- I would have ensured I had a plentiful supply of appropriate (carbide) jig saw blades
- I would have made my pattern about 6 – 8 mm (1/4") oversize so I didn't have to sand the cutout to get the hatch to fit properly.



CATALINA 320 INTERNATIONAL ASSOCIATION

Improving the Catalina Factory Single-line Reefing System



C320 Association
Technical Editor
Warren Updike

This is my farewell article as Mainsheet Technical Editor for only one year. It has not been an overly challenging job as I've received more potential articles than could be published. For that, I want to thank

the many C320 owners who have offered these articles for publishing. I am not continuing because I'm aging faster than I like and am endeavoring to reduce my external commitments. Rest assured that all the unpublished materials will be forwarded to the new co-Technical Editors, Marc Cole and Jason Reynolds. So, I encourage all 320 owners to consider taking notes and pictures of any project you undertake and submit to the co-Technical Editors, Mark Cole and Jason Reynolds. These articles are of immense value to your fellow 320 owner, perhaps more than you can imagine. I chose the following article for this issue as it can benefit all 320 owners rather than just specific models.

Fair winds and calm seas. **-Warren Updike**, wupdike@hotmail.com

When we purchased September Song (Hull #350,) the previous owner had not rigged any reefing system at all. After a few white-knuckle moments where the boat kept rounding up due to being over-canvassed in high winds, we once rounded up so hard that the boat tacked unexpectedly. I decided it was high time that I get the reefing system sorted out.

While doing my research on the factory setup, I discovered that the OEM supplied internal block inside the boom was nowhere to be found on this boat. At that point, since I would be buying all new components, I decided to compare all the different reefing systems out there on the C320 site along with other single-line reefing systems that I found and come up with something that is easy to operate and not terribly expensive. One of the things that concerned me was that with the factory arrangement, there was potential for a considerable amount of friction because

of the line sliding through the aft reef cringle on the sail.

The first order of business was to research the factory reefing system. The Association web site was very useful in this regard. Not only do they have a complete owner's manual with diagrams of the factory setup, there is also a chart containing the (almost) correct line lengths for the factory system. I also searched the technical photos section of the site and found Jeff Hare's interesting mod to the factory setup where he added ball bearing blocks on the sail at the reef points to reduce friction.

While searching for a suitable replacement for the internal boom block, I contacted Sparcraft-US (formerly Charleston Spar) who made the spars for my boat. I spoke with Robert Quates, who has been with them for nearly 30 years. One of the reefing arrangements that I had been considering was a single line arrangement that I found on Sparcraft's web site. It looked simpler than the Catalina arrangement because the internal block was not used. I was actually leaning towards using that arrangement when I called Robert. We had a very long and detailed conversation and Robert provided me with some really good advice. It turns out that he actually prefers the Catalina factory arrangement because the floating block in the boom causes the sail to be pulled down evenly as the reefing line is tightened. The problem with the single line system on the Sparcraft site (without the floating block) is that one reef point usually tightens first and then the other one tightens up. This results in uneven pulling on the sail cloth and, sometimes, an issue where things bind up and never pull up straight without someone going up on deck to assist. That kind of defeats the purpose of the single line system. When the wind pipes up, the safest place to be is the cockpit. Once he convinced me to go with the factory line routing, he recommended some improvements to eliminate friction and make it work more smoothly.

First, he suggested that I NOT try to buy an exact replacement for the internal boom block. Robert said that this block is only a delrin sheave over

a Stainless steel shaft with no bearings. Over time these sheaves will bind and not spin freely, which adds friction to the system. Robert suggested that I instead buy a couple of high quality ball-bearing blocks - the non-swivel or locking type to reduce line twist in the boom - and connect them end to end by their shackles. These will perform the function of the missing OEM part while significantly reducing friction. He also recommended that I add blocks at the fore and aft reefing cringles on the sail. These blocks should be the swivel type. This turns out to be similar to Jeff Hare's arrangement that is found on the association web site. The line routing is exactly like the owner's manual diagram except that I added a swivel block to the forward reef cringle and secured the bitter end at the base of the mast. Because of this, I added 6 feet to the factory specified length listed in the rigging schedule in the owner's manual.

Robert told me that with the addition of ball bearings in the boom, and the additional purchase gained by adding a block on the forward reef point, my reefing system will be nearly effortless. He was right! It should be noted that Robert convinced me to do all this and actually didn't earn a penny for Sparcraft. He's a great resource!

Now that I had the basic plan, it was time to collect the necessary parts. A basic parts list follows:

- Qty 4 - Harken 57MM Carbo Air block swivel P/N 2600
- Qty 1 - Suncor 1.25" Welded SS Ring PN: C0139-0630
- Qty 20 feet - Aft reefing line - 5/16 diameter low stretch
- Qty 60 feet - Forward reefing line - 5/16 diameter low stretch

First, I took two of the air blocks and locked their swivels so that they would not twist the line inside the boom. I connected them end to end by their shackles. This assembly replaces the OEM internal boom car that is supplied with the C320. Since there was no reefing line rigged in my boom at all, I used a metal plumber's tape to feed the forward reef line from the gooseneck back to the aft end of the boom. Upon



exiting the boom, I took the end of the line and passed it through one of the sheaves of my new “car” assembly.

Next, I fed the aft line through the other sheave on the car assembly and routed it through the block that was to hang on the aft reef point. I secured that block to the reef point by passing its shackle through the port side of the aft reef grommet in the sail and capturing

the 1.25" SS ring on the starboard side. This ring provides a way to connect the block to the sail with no sharp edges. Once that was done, the bitter ends of the line are made fast. One of them is tied through the grommet below the reef point and around the boom. The other end is passed through the small hole in the aft end of the boom from the inside and made fast with a figure eight knot.

Finally, I routed the remaining end of the forward line back through the boom with my plumber's snake once again, exiting the bottom of the boom at the gooseneck. This forward line is routed down, through the block on the vang attachment, then up through the final swivel block at the forward reef point and then passed down and tied off at the base of the mast. The forward block cannot be attached to its reef point with a SS ring because the stock sail from Catalina has a smaller grommet in this reef point. I used a short length of reefing line, tied in a knot on the back side of the sail and the block is tied to it. This forward block arrangement is the only deviation from the routing of the lines in the factory diagram.

When all this was done and I tested the system, the aft reef point was not pulling down tight to the boom. After some experimentation, I untied the



end of the aft line and shortened it by about 2 feet. Once I did this, it worked flawlessly. The only thing I can think is that adding the extra block forward changed the dynamics of the system and required some adjustment in the aft line to make up for it.

(Note from Jeff H: Secure the aft reef line tightly around the boom aft of the reef cringle to insure good tension aft when tightening the reef.)

My main halyard is on the starboard side, so I routed the control end of the reefing system to the port side (using a cleat,) so I could have both lines on a winch at the same time if necessary.

While doing my research on the factory setup, I discovered that the OEM supplied internal block inside the boom was nowhere to be found on this boat.



CATALINA 320 INTERNATIONAL ASSOCIATION

(continued from previous page)

My reefing procedure goes like this:

1. Ease main sheet so main is luffing
2. Lower main halyard until reef point comes down to the boom. I marked the halyard with a black sharpie so I would know approximately how far to lower it.
3. Move to port side and take up the slack in the reefing system. Cleat the line off once tensioned.
4. Move back to halyard and tension as necessary.
5. Optionally tie off lines hanging in intermediary reef points to bundle loose sail. Be careful not to tie them too tightly. They are not meant to take wind loads, only bundle the sail. If tied too tightly, they could rip from sail.
6. Trim main sheet and you're done!

This whole procedure can be done in about 2 minutes after a few practice sessions.

Shaking out the reef is very similar. Luff the sail, then follow the above steps in reverse order.

I am very pleased with the new system and the setup is quite effortless to operate. The use of ball bearing blocks everywhere has contributed greatly to the system working so smoothly. I highly recommend looking at this arrangement if you are unhappy with your current reefing setup. **-Doug Treff**, September Song, #350



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Spring is in the Air

For many of us time on the water is precious and may tend to be our main focus, but we also need to temper that with the things that keep us safe on the water. For instance, when is the last time you took a really goooooood look at your rigging? I mean a really good look? If you have to think about it, well, it's probably a good time to do so.

C28 Association
Technical Editor
Ken Cox

Following are some suggestions for inspection specific for our and similar boats. I will forego things like wire to rope splices and things like that as we don't have them.

While it can be done with the mast up I still advise to unstep the mast and put it on horses to have a through go of it, more often if you sail in salt water. And here pretty much is how I do it. You may develop or have your own way, this is fine, but develop your system.

Just prior to unstepping the mast, I go over the boom, gooseneck, reefing lines as well as my Dutchmen, you may have Lazy Jacks or something different, but now is a good time to go over it so you don't get in a hurry and forget.

I like to pull the boat and wash it, then unstep the mast and put it on a couple of saw horses, if you have yours dropped every fall like some of you do your ahead of the game. Inspect the main spar for dents and dings, also look at the mast butt for corrosion.

I then go back up on the deck and look at all of the deck fitting and attachments, looking for corrosion, elongations and any visual damage. While I am up there I also go to the deck plate and inspect all of the wires as well as splices, I turn power on to all of them and check voltage, any variance of a voltage reading I investigate, if everything but one wire is showing say 12.9V and one is at 11.2 there is a problem, find it now. Make sure the drains are open and get those mud daubers out of the bottom of the mast, maybe take a good look inside for a possible birds nest as well.

Once, I'm done on deck, I go back to the mast and inspect the electrical at the mast butt, then work up the mast to each light. Normally I ohm them out and again look for a variance, much difference and again I investigate further. Check the connections at each light, coax connection and even the connectors for radar, anemometer, wind direction etc.

From there I go to the wire itself running a roll of tissue paper the entire length running it up and down every couple of feet looking for meat hooks, any found and the wire should be replaced. I then go to the wire fitting, one by one, I look for swelling, deformation, discoloration, elongation where the pins go through and things of that nature. Inspect every cotter pin, split ring and even the pins themselves for grooving, bending and deformation.

Also take a good look at the wire terminations especially the lowers as these can get water, freeze and swell and weaken them. Deformation is a good sign of future trouble. Also inspect the spreaders for deformation and possible damage from storage and pull the boots and check for corrosion as well as loosened wire retainers of the stays.

I may also unscrew every turnbuckle one at time and clean the threads with a cleaner and lubricant, then I coat them with Lanacote and reassemble them making sure I have them

equidistant on each fitting in matched pairs.

It's also a good time to go below and check out the solid wire terminations below deck as well as inspect for water leaks where they pass through the deck, now is also a good time to deal with that.

Don't forget to check the sheaves at the mast head both for wear, side play and even gaps. There should not be enough gap to swallow a halyard and they should spin without much resistance. While you are there, check the halyards for worn spots, maybe time to do an end for end swap or replacement.

Check the forestay at the top of the roller furler for deformation a sure sign of impending disaster. Check and wash the rubber spacers both at the top and at the bottom for wear and deformation that can cause excessive resistance to furling and unfurling.

How about that topping lift? Is it also on a sheave? Better check that also and check for frays there also.

While I may have overlooked something, I am sure I will be reminded but I can assure you that if you do the above you will be a long way towards a safer and problem free summer of time on the water.

OK, on down the list, inspect sails, lube the head...

Fix it fast and sail it faster. **-Ken Cox**, kenneth_cox@sbcglobal.net

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Association News

News That's Specific To Your Catalina

Catalina Fleet Rosters

We are printing one point of contact for each fleet (a phone number, email address, OR website address). Fleets are a great way to learn about rendezvous, cruise ins, raft ups, tours, and concerts in your area. *Mainsheet Editors, make sure to submit your current info in this format next issue!*

CATALINA 36/375 FLEETS:

C36/375IA Board Member, Fleet Relations

jblyth2@mindspring.com

#1, Santa Monica Bay, CA

ginny.lechler@gmail.com

#2, Long Beach

mbierei@pirnie.com

#3, Chesapeake Bay

wjhomes@zoominternet.net

#4, Puget Sound

rodj2@msn.com

#5, Long Island Sound

tjl2000@optonline.net

#6, San Diego

dmumby3@cox.net

#7, Lake Ontario

crew@ceibaone.ca

#8, New Jersey Coast

calypso36@comcast.net

#9, San Francisco Bay

jennai1@sbcglobal.net

#10, Gold Coast (Ventura & Channel Islands)

jshapiro@kirkhill-ta.com

#12, Punta Gorda, Florida

jblyth2@mindspring.com

#14, Low Country (S. Carolina)

jblyth2@mindspring.com

#15, Lake Texoma

jblyth2@mindspring.com

#16, Texas Coast

jblyth2@mindspring.com

#17, The Netherlands

e.scheffelaar@marineobjects.nl

NEW FLEET –

Lake Huron / Cheboygan

jenweber33@charter.net

CATALINA 34/355 FLEETS:

#1, San Francisco Bay

C34irvine1383@comcast.net

#12, Chesapeake Bay

fpoa34@aol.com

#13, Lake Lanier Georgia

toneydot@me.com

#14, Florida East Coast

bob@s-i-inc.com

CATALINA 30/309 FLEETS AND ALL CATALINA FLEETS WITH C30 MEMBERS:

#1 San Francisco Bay, CA

www.southbeachyachtclub.org

#2 Marina Del Ray, CA

800.501.1378

#3 Long Island, NY

http://www.l-y-n-c-h.com/IC30F3

#4 Lake Erie, OH

jpaint412@msn.com

#6 Seattle, WA Tacoma & South Sound, WA

http://home.earthlink.net/~catss

#7 Tampa/St. Petersburg, FL

AV8RSailor@verizon.net

#8 Long Beach, CA

http://www.cat30fleet8.com

#10 Galveston Bay

www.fleet10c30.com

#11 Chesapeake Bay, MD

www.sailccyc.org

#12 North Atlantic (MA)

www.allcatalinane.org

#13 San Diego, CA

www.sdcatalinaassoc.com

#18 Long Island Sound (CT)

www.sailisca.com

#19 King Harbor, CA

czamites@aol.com

#21 Chicago, IL

www.catfleet21.org

#22 Puget Sound, WA

www.capsfleet1.com

#24 San Pedro, CA

jerinbill@roadrunner.com

#26 Lake Texoma, TX/OK

512.835.8680

#27 Barnegat Bay, NJ

(no contact)

#28 Lake Ontario, NY

www.locac.ac

#29 Chelsea on Hudson, NY

salcerniglia@optonline.net

#30 Hampton Roads, VA

http://fleet30.org/index.htm

#31 Clinton River, MI

drpost6290@yahoo.com

#32 Lake Lanier, GA

rrose@deltaenv.com

#35 Southwest Florida

(see Fleet #7)

#36 Lake Perry, KS

913.677.3143

#37 Vancouver Island, BC

gm@bonnor.com

#38 West Michigan, MI

http://www.lmca.com/

#40 Lake Pleasant, AZ

602.867.0650

#42 Cheney Reservoir, KS

thegreenwoods@sbcglobal.net

#44 Santa Cruz, CA

clubmanager@scyc.org

#45 Columbia, SC

szymanskim@msn.com

#46 Grapevine Lake, TX

atanua.sail@gmail.com

South Shore Yacht Club, Milwaukee, WI

http://2011c30anationalregatta.com

Other regional C30 Fleets

CRACA Columbia River, OR

celtic-myst@attbi.com

KLACA Kerr Lake

doncourtney1@aol.com

OSCA Rhode Island

www.oscafleet.org

SBCYA Long Island, NY

www.sbcyc.org

CSMB Santa Monica Bay

millerjonathon@mac.com

Lake Hefner, OK

bluwater30@cox.net

Fleet #69, Austen TX

http://www.catfleet69.com

GC3, Alabama

GulfCoastCatalinaCruisers.com

Let us know where you sail!

To have your fleet listed here, send the information to your Association Editor for inclusion in the next issue.

Lowering the Boom on our International Existence?

If you have perused recent Main-sheet postings here, you will have noted references to our (now one year old) Facebook page. It is a roaring success on many levels. Truth be told: it is booming!

The present view is a clear picture of growing interest and enthusiasm. The numbers speak for themselves: as of



C36/375
Commodore
Laura Olsen

November 22, the site had 642 members! That truly is impressive and a credit to Steven Jones and everyone that contributes and participates.

The variety of topics, comments, photos, postings, etc. is very impressive. For one thing, this social media platform appears to have engaged at least 642 sailors to interact about our boats. That is a good thing. If sailing itself is to remain popular enough to stay in existence, new blood and involvement is an imperative, regardless of where it originates from: social versus traditional.

What might such numbers mean at the Association itself then? The questions posed in past writings here remain. Can the social media and the traditional website peacefully and productively coexist now and in the future or will they be competing for the attention of the

same participant pool and bring one or both to an untimely end?

The site has proven handy (or is it expedient or both?) for many to post terrific photos, some technical info, and even more questions. Those who are “Facebookers” really love it.

It’s clear that many people like having a Facebook page. In fact, it is popular worldwide! Look at these stats Steven shared:

C36/375IA MEANS International participants from:

US - 503
Canada - 54
Netherlands - 15
Australia - 13
United Kingdom - 8
New Zealand - 4
Cyprus - 3
Sweden - 2
Guatemala - 2
Spain - 2
Egypt - 1

Now that is why YOUR Association claims proudly that “IA” in the name! The stats tell it all.

Such stats, however, may have a more concerning side.

I’ll confess I am not a very frequent participant on any of the common social media sites. It is just not my thing. However, my lack of fervor for all things Facebook and social media is not what colors my view of the C36/375IA Facebook site and its potential relationship to the Association.

As I noted above, there is no doubt our Facebook site is currently in a boom phase. Wonderful, yes, but is it sustainable or just a current phase in social media popularity and at what long range costs to the concurrent, more traditional means and methods of YOUR Association website?

On the one hand, the rapid boom in Facebook numbers in just one year is fantastic.

On the other hand (watch out for the boom sailor!), neither the existence and volume of numbers at the Facebook site, nor the apparent enthusiasm showing up there, has resulted in an equal portion of energy and actions at our true home port, the Catalina 36/375 International Association, www.catalina36.org.

Sorting out such questions and ultimately navigating our future remains an imperative.

Please consider these points and above all, please actively weigh in by emailing your Commodore at safetsuper@gmail.com. —**Laura Olsen**, safetsuper@gmail.com

Catalina Fleet 3 Annual Raft Up

Each fall, around the Annapolis Sailboat Show time, Catalina Fleet 3 (Chesapeake Bay) does a week long fall cruise. This tradition began many years ago as what was called The Bachelor’s Cruise. A few of the guys in the club would go out and single-hand their boats for a few days. One year, I broke that tradition by joining the cruise on our boat, Sally J, with my husband. Not all of the guys were single-handing; some had other crew, but it was all male, except me. I expected long days of heavy sailing but was pleasantly surprised to find it was a very laid back week with lots of

good food, beverages and nightly card games.

Soon we transitioned and more wives joined, we added Liar’s Dice and eventually Dirty Minds to the evening game selection. We choose our cruise destinations based on weather and the boats attending. Over the years we have done the Severn River, the Chester River, Choptank and Little Choptank Rivers, the Patuxent River, the Magothy and Eastern Bay over the years. It is always great fun with boats coming and going during the week as their schedules permit. In this photo, taken by a drone, we had Solstice, Merlin, Sally J, HMS Fox, Glympse IV and S’Wonderful in Harness Creek,

off the South River just below Annapolis, MD. Catalina Fleet 3 has C-36, C-375, C-385 and C-42 represented on the Chesapeake Bay.



CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report

C34IA Membership rose slightly to 527 from last quarter, and includes 31 C355s.

For those of you in this area for your cruising plans this season, the Canadian Catalina Rendezvous at Telegraph Harbor on Thetis Island will be held on July 12-14, 2019 (Friday to



C34/355
Association
Secretary
Stu Jackson

Sunday) [contact: sailorguyrob@gmail.com]. The American Catalina Rendezvous will be in Roche Harbor on May 2-5, 2019 (Thursday to Sunday) [contact: ksfischer@mac.com].

Eight Bells – Dave Davis (Wind Dragon, #707) passed away on Friday, October 12, 2018. Dave

was the C34 Association Commodore when we bought Aquavite in 1998, and he was instrumental in getting us engaged with the Association. Dave was a stalwart in the then-burgeoning racing Fleet 1 on San Francisco Bay, along with Chris Owen (Mottley, #8) and the late Bill Eddy (Casino, #214). His son Russell was one of his regular crew. One of the goals of that fleet has

always been to level the playing field. Those skippers, along with longtime Fleet 1 Captain Ray Irvine (Crews Nest, #1383) and our C34IA Webmaster Dave Sanner (Queimada, #611) have done a remarkable job over the years to continue to adjust the PHRF ratings for fairness and equality for both the racing and cruising divisions of the C34 racing fleet. The group has thrived so much that C34s, in addition to C34-only events, have their own starts in other year-round racing venues on The Bay using their own C34 ratings.

Dave sailed Wind Dragon inside and out of The Bay and also joined our cruises and the regular Catalina Rendezvous at Angel Island with his late wife, Edie. One day I was invited out with Dave and crew to practice with their spinnaker. We had a great port reach east across the south Bay from South Beach Harbor in San Francisco to the waters of the former Naval Air Station on Alameda, which is enclosed with a heavy rock breakwater. When we entered NAS Dave suggested we drop the chute and sail back upwind. I said, "Why don't we just jibe and slip through the opening on the south side of the breakwater?" Dave and his crew were unaware of that "hole" in the

south breakwater, which I had learned about during my frequent circumnavigations of Alameda Island. The wind angles were perfect for giving it a try, so we carried on. That opening is hard to see until you are lined up and literally right on top of it because of the angles and the height of the breakwater. We were really rocking along in the flat water and I got the feeling that the skipper had begun to doubt my credibility. Finally the opening came into sight and even with the roar of the water against the hull I could hear the extended sigh of relief from all aboard. Dave was open, friendly, willing to share and a real leader, both on and off the water. We were all so fortunate to have known him. Dave was a true gentleman.

This is our third winter here in British Columbia, so I finally am understanding the meaning of "planning for the next season." I'm looking forward to meeting more local C34 skippers, the two Catalina Rendezvous, and more summer cruises with friends we've met since moving here in 2016. And, as always, many thanks from all of us to all of you for supporting the C34IA.

-Stu Jackson

CATALINA 320 INTERNATIONAL ASSOCIATION

2019 Catalina 320 International Association Officers



C320
Commodore
David Allred

Another year brings another election for officers of the Catalina 320 International Association. We were fortunate, again, this year in avoiding a host of election problems--no voter suppression or voter fraud, no late counts or disputed ballots,

and no runoffs or challenges to final results. As in years past, the election was remarkably amiable.

In fact, everyone who voted, chose to cast their votes for the sole nominees

for the various offices. When it comes to our elections, we Association members find ourselves the very model of civility and grace. Thus, it is with pleasure that I abide by the Bylaws of the Catalina 320 International Association by publishing the results of the election in Mainsheet.

The Governing Board of the Association held its annual meeting on November 13, 2018, by teleconference, as is permitted by the Bylaws. Fortunately, most of the officers were able to attend. Better yet, we found that we needed to find a replacement for only one position, the Mainsheet Technical Editor. With all other officers

agreeing to serve another year, subject to additional nominations and election, the Board made the following nominations: Commodore--David Allred; Vice Commodore--John Santana; Secretary/Treasurer--Bill Culbertson; Web Masters--Jeff Hare and David Prudden; and Association Mainsheet Editor--Rod Boer. On November 15, those nominations were submitted to the Association membership through our web site with the provision that the floor was open for additional nominations until November 22, and a special request for volunteers to replace Warren Updike, our first rate outgoing Mainsheet Technical Editor. Much to our delight, two

of our members, Jason Reynolds and Mark Cole, volunteered to be Technical Editor. The Board took advantage of our good fortune and nominated both to be co-Technical Editors. No other nominations were submitted. The nominees were announced on November 23, and voting was scheduled to conclude on November 30. After much suspense and nail biting, the final vote was unanimous for the slate submitted by the Board. We all look forward to serving our great Association for the next year.

In addition to nominating officers for 2019, the Board discussed, among other things, the improvements to our web site and the operation of the web site. Jeff Hare and David Prudden are doing required updates and maintenance and are planning to make joining and paying dues easier at our web site. Jeff provided much more detailed information, but I don't understand most of it, so that's my summary--the website is going to be even better. You may contact Jeff directly to make inquires or, even better, offer your assistance. We also discussed

a possible Rendezvous in the New York area, however, we need a volunteer from the area to help organize such a meeting. We have several members who are experienced in holding a Rendezvous and are willing to help make one happen. You can also contact me.

I reported to our Board my contact with all the other Catalina Associations asking about benefits their associations offered to their members. Everyone who responded mentioned a discount for BoatUS membership. At least two of us have tool loaner programs for members. No one had--or, at least, admitted having--a 75% discount off all purchases at West Marine, a completely free repair and replacement program with RayMarine and Garmin, or a ten cents per foot all inclusive slip fee for transients at every marina in the United States. I was disappointed. Nevertheless, we have a terrific Association that provides a great service to every owner of a Catalina 320. If you are not a current member, please consider joining. If you are a current member, please consider

recruiting other 320 owners to join. Membership details are readily available at our website, www.c320.org Thanks for your support. **—David Allred**

Everyone who voted, chose to cast their votes for the sole nominees for the various offices. When it comes to our elections, we Association members find ourselves the very model of civility and grace. Thus, it is with pleasure that I abide by the Bylaws of the Catalina 320 International Association by publishing the results of the election in *Mainsheet*.

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

Association Editor's Message

Well, as I said in December MS, I missed the 2018 sailboat show in Annapolis, MD. But I made up for that by visiting the follow-on Power Boat show! Deciding to give up sailing means I will be selling Shermax this spring. And it means looking for a suitable trawler type boat so I can stay on the water for a few more years. Much to my disappointment there are not that many such vessels displayed at the powerboat show! Certainly not in my price range. The consumer markets



C30/309
Association
Editor
Max Munger

have evolved over the past decade, (just like sailboats) demanding ready to go, fully equipped boats, even substituting multiple outboards for internal diesels! Can you believe a Ranger Tug with standard bow and stern thrusters! Well, it's going to take me a lot longer looking around for something older.

I have had no response about taking over my role as *Mainsheet* Editor, much less the technical stuff and the IC30A Treasurer position. And of course the website is still 'unattractive'. A new webmaster with time on his hands, is definitely needed. The lack of material for MS is directly due to the "internet effect" and instant 'need' for FACs and Q&A on all subjects. Very few (if any) owners are willing to spend the time to

write out a description of their problems and projects. Many, many thanks to those authors who have contributed over the years.

The GROUPS.IO forum is going great and a new wiki is growing rapidly. If you are looking for information and answers, that is the place to go. Seth is still improving on the membership database and hopes to get PAYPAL app up soon to make applications and renewals online capable. The association is still looking forward to another regatta in the Midwest this summer. So maybe I'll see some of you there. **-Max Munger**, maxmunger@verizon.net

From the Mainsheet Staff: Thank you, Max! Fair winds.

IC30A Ships Store...

These SPECIAL DISCOUNT items must be ordered directly from the individuals or businesses below. See the IC30A website or the following addresses/websites for applicable discounts and complete details and ordering information. Many are displayed at the National Regattas / Factory Rendezvous' and at the Annapolis and other sailboat shows.

See our For Sale page for other member offerings...

Current C30 owners must include a photo copy of the new IC30A membership ID card or a copy of address label on cover from current Mainsheet with their order, to get these special prices!

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Sail Trim Chart (new prices) is a 2 page (back/front) full color, condensed, concise, laminated waterproof trim chart for sail controls for the jib and main sail. \$24.00, includes shipping and handling. Sail Trim Users Guide is a

65 page illustrated book which explains all the sail trim adjustments in the trim chart in layman's terms. \$27, includes shipping and handling. (Get both for just \$45) *Checks should be made out to and sent to Don Guillette. Don Guillette, <http://www.Sailtrimproducts.com>, 61764 E. Sandlewood Rd., Tucson, AZ 85739 (520) 818-2891 Yankee3223@juno.com*

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CATALINA 22 NATIONAL ASSOCIATION

50 Great Years of Building the Catalina 22

So, here we are...2019, and we extend a big congratulations to the entire Catalina Yachts organization for 50 great years of building the Catalina 22. To help celebrate this milestone, the Catalina 22 National Sailing Association will be celebrating the 50-year anniversary of the Catalina 22 at this year's National Championship Regatta at Fort Gibson Lake,



C22 Association
Editor Rich Fox

Oklahoma, the week of June 1-6. Our website has information available to those who are interested in racing or celebrating. The Notice of Race is also available.

C22NSA Vice Commodore Duncan McBride and his team at the Tsa-La-Gi Yacht Club are planning a top-notch racing event for all Catalina 22 sailors and enthusiasts to enjoy. Whether you own an original Catalina 22, Catalina 22 New Design, Catalina 22 Mk-II or Catalina 22 Sport, we invite members of the Catalina 22 National Sailing Association to mark your calendars, make your lodging reservations, and prepare your boats for a great sailing event to be enjoyed on the water and on-shore.

First introduced in July 1969, the Catalina 22 has a long history and a very long production run with over 15,782 boats built. For those who may be interested in reading about the extensive history of the Catalina 22, including the Builder, the Class and the

People who love this boat, check out the 95-page Catalina 22 History publication on the website at www.catalina22.org.

A reminder, the Catalina 22 Technical Manual Update 2019 publication is now available with 148 pages of new content. For members of the Catalina 22 National Sailing Association who purchase the Catalina 22 Technical Manual, they now receive access to the 2006 Edition, 2014 Update, 2017 Update and 2019 Update with over 700 pages of content in PDF format for easy reading, saving and printing. When the Catalina 22 Technical Manual was first introduced in 1988 by Editor Melanie Gottlieb, it was referred to as "Life-savers" with 90 pages of content.

—Rich Fox, rich_fox@yahoo.com

Governor's Cup Regatta and Lobster Fest

Photographs by Sheela Smith Krout

On late Friday afternoon on September 14, most of the out-of-town Catalina 22 skippers, crew and boats arrived at the Eagle Creek Sailing Club in Indianapolis, Indiana for the Governor's Cup Regatta and Lobster Fest. After setting-up, launching and securing a wet slip, everybody was treated to some burgers and bar-b-que on the ECSC racing shelter located along the shoreline. Our hosts, Bob and Janet Hickock (C22 Great Lakes Cruiser-2001), along with ECSC Commodore Mark Walker (new C22 Mk-II #15351 "Scurvy Dog" owner), brought lots of food and beverages to make sure that nobody went to bed hungry that evening.

On Saturday morning, the skipper's meeting started at 10AM and PRO Bob Hickok went through the Sailing Instructions and answered questions. A total of 23 boats were registered, including 7 J24s and 8 Catalina 22s who were given their own class start. Racing started promptly at 1130AM. The wind on Saturday was around 8 MPH out of the northeast, the sun was intense, and temperatures were quickly rising to the mid-80s. Four windward-leeward races were completed on Saturday. In the last



race, the Race Committee shortened course as the wind was quickly beginning to fade as there was doubt about having enough wind to finish...a very

good call. For Saturday evening, we enjoyed the infamous ECSC Lobster Fest where racers and club members enjoyed fresh Maine lobsters that were flown-in

Advertising Index

A.B. Marine 45

Beta Marine 24

Catalina Yachts Store..... 25

Cruising Design, Inc..... 10

Doyle 45

Edson C4

Forespar..... 21, 22

Garhauer Marine C3

Genco Marine 24, 34

Hamilton Ferris Company..... 13

Kato Marine..... 40

National Sail Supply 33

Quinte Canvas 41

Sail America..... 5

Sail Warehouse 27

Schaefer Marine C2

Seoladair Ltd 7

Spotless Stainless..... 12

Ullman Sails..... 31

Yanmar..... 8

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CATALINA 22 NATIONAL ASSOCIATION

(Continued from previous page)

that morning. Those who did not want lobster, enjoyed a steak dinner.

Sunday morning arrived quickly, and the easterly wind was good for two more races. With the wind coming out of the east, the race committee was limited in the amount of space on the water for racing. Thus, we sailed two three-lapper races in a highly congested area with all the other boats. Part of the game on Sunday was planning your tacks and mark roundings to avoid traffic and congestion while keeping an eye on where the wind speed was strongest. After two races, the Catalina 22s returned to the club, pulled-out and prepared for their travel back home.

The ECSC Race Committee did a great job of running races and presented gifts and awards to all race

participants. Plus, they brought in four extra-large pizzas that really tasted good after a morning of racing.

Denise and I finished first. Chuck Emrich and his son Barrett finished second. Mike Duitch and his crew Randy finished third. And because the Catalina 22 fleet was also the largest fleet at the regatta, Denise and I were also awarded the Indiana Governor’s Cup trophy that has been in the club’s racing history for several decades.

Overall, the racing was very competitive, and we hope you all had a great time! A special thanks to my wife Denise “Betty Bowmeat” Fox who always sets a mean whisker pole and reminds me when I do something wrong.



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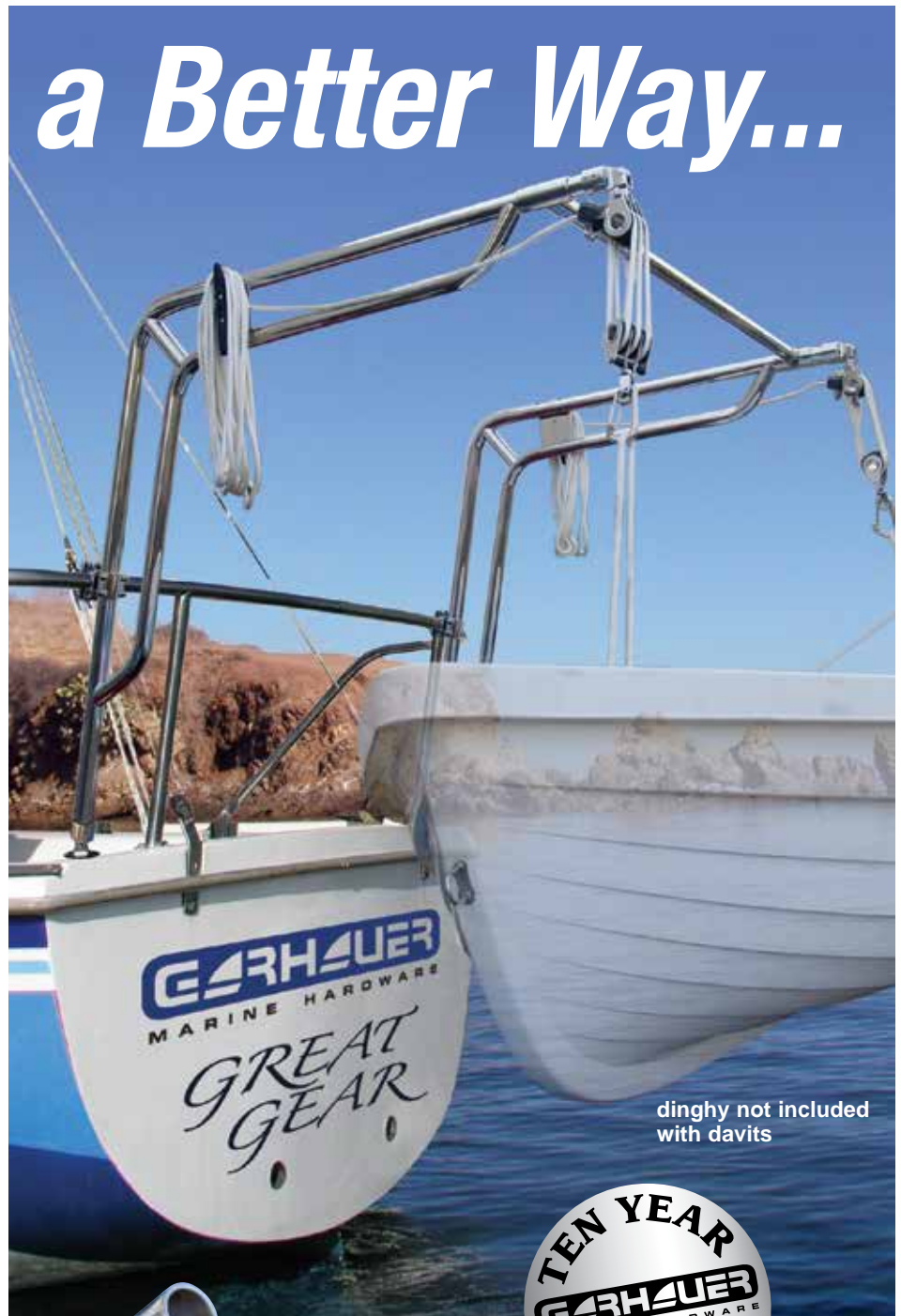
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