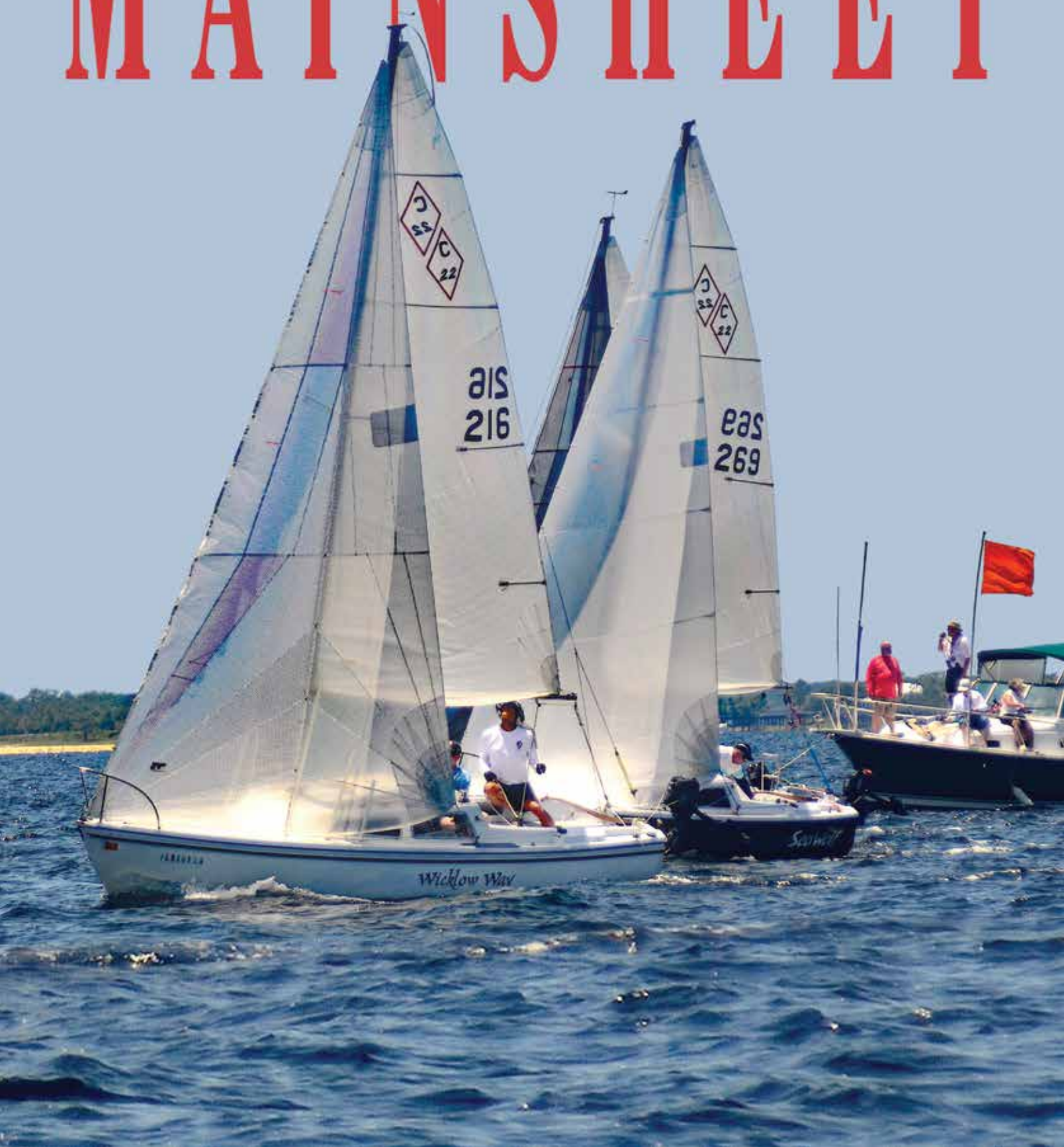


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EDITORIAL:

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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!

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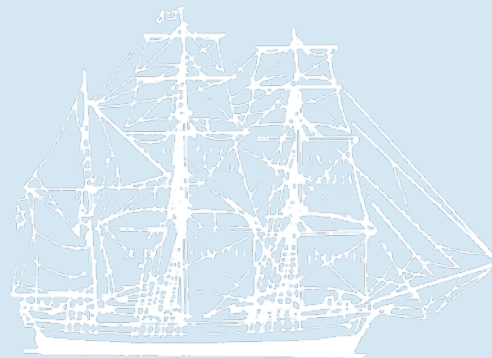
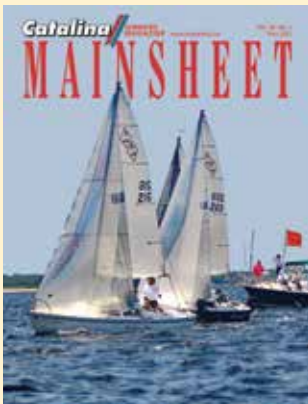
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ABOUT OUR COVER:

Wicklow Way (216) mastered the starts in the 2021 Catalina 22 National Championship (May 23-27) at Pensacola Yacht Club in Florida. Richard Gailey (DeBary, FL) and his crew Patrick Dorsch aboard *Wicklow Way* won the Silver Fleet with scores of 1-1-1-1-2-1-3 for 10 points. The Silver Fleet of the nine Catalina 22's were competitors who had never won a regional or national title. With this fleet win, Gailey, a 'newest' racer, automatically moves up to the Gold Fleet next time he races. **Photo by Talbot Wilson**



EDITOR'S BARQUE

The Bottom Line

A good Junior sailing program starts with very little training in and about the boat. Respect for the weather, your boat,



your fellow sailors and the sailing rules are a good start. I am a fan of the 3 Ps, patience, perspective, and perseverance. Discipline and patience go hand

in hand. Perspective is always important, look at the whole picture, not just what is here and now. Perseverance is the key to all successful endeavors.

As a teacher for over 40 years, my thrill is seeing a parent and son or daughter rig up a couple of small boats for an afternoon on the water. Or a couple sailing side by side enjoying a skill they never considered. Some people just like the leisure of slipping along in a nice breeze on a warm sunny day. But sailing can be an adventure as in exploring untracked waters on a lake or in the ocean. You never know what lies ahead. Sailing opens up a whole new world with countless opportunities of a lifetime.

But sailing's real payback is the joy of learning to always be just a little bit better each time out. You never stop learning, and this makes sailing a great sport. But the bottom line is the people you meet, the friends you make and the camaraderie that lasts a lifetime.

—Jim Holder, Publisher

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Association members enjoy a wealth of benefits to make the most of your sailboat purchase, including a subscription to *Mainsheet* magazine!

Associations are designed to enhance the enjoyment of owning a Catalina in a number of ways. They are composed of members worldwide who are all committed to Catalina sailboats and seek the camaraderie and support of like-minded individuals. Members include racers, cruisers, weekenders, hobbyists, and all manner of Catalina sailors. In areas where many Association members live near each other, Associations often help facilitate local fleets, whose local participants support one-another and encourage participation in local events and activities. Visit your boat's Association website today to learn more!

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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View From the Bridge:

How Long To Tortuga?

By Terry Berthelot, Catalina 36 MkII, Finisterre, Hull #2287

My husband and I are the proud owners of a magnificent Catalina 36 MkII. But as the sailing season begins, I write this piece to commemorate my father and his Triton 28. Built by Pearson, the Triton 28 was one of the original fiberglass boats. It was built to accommodate a family of four, with classic lines, a raised transom, a keel-mounted rudder controlled by a tiller, a fixed long keel, and a very unreliable Universal Atomic 4 gasoline engine.

When I was 12, my dad taught me to sail. It became a passion. Over the years, Dad and I had many adventures at sea. When we sailed, we were always heading to Tortuga. On a cool spring afternoon, he'd pronounce, "It will be two weeks," caught in the doldrums of a muggy summer afternoon, "Seven long months," and on a brisk autumn morning, "Three hours, three hours to Tortuga!"

A few years ago, my dad was diagnosed with terminal cancer. His oncologist spent the necessary time to explore with him the possible range of treatment options, including not treating the cancer and focusing on palliative care. Dad, of course did not want to die. Nevertheless, he chose palliative care. He did this because he valued his independence and high quality of life. For Dad, a high quality of life meant sailing.

Dad received his diagnosis in October, which was also time to take his 50-year old Triton 28 out of Narragansett Bay. This required a day's sail, as he needed to take her from one side of Conanicut Island to the other. Despite the beautiful afternoon with brisk wind, we were very quiet. We did not speak of Tortuga.

Toward the end of the sail, the wind turned fickle and eventually died. We had to start the boat's ever-crankly engine. It coughed and sputtered and eventually came to life. All was fine, until our mooring approach. The throttle handle broke off in Dad's hand. We were literally racing, essentially out of control, into the very full mooring field.

Dad stayed calm. With amazing grace, he vaulted his 82 year-old self from the cockpit down to the cabin. In what seemed like an instant, he removed the ladder and engine cover, and miraculously (or so it seemed to me) manually reasserted control of his vessel.

Fortune smiled upon us. The breeze resumed. Dad raised the sails. He took her into the mooring field, flawlessly. Proud of our efforts, we toasted Tortuga and celebrated with martinis and oysters.



My dad on his boat.

Soon after the Triton's last sail, Mom and Dad took a cruise to Hawaii. On seeing the beauty of the island, Dad declared, "If Paradise looks like this, I'm all set." That winter, Dad and I spent many evenings together. He made us martinis, which we drank with the oysters he'd shucked. We talked about many things, but mostly the sailboat my husband and I planned to buy. "Hurry," he urged, "I want a burial at sea."

In March, Dad's appetite and energy began to wane. In May, my husband and I bought our boat. The three of us sailed her up the coast of Connecticut and christened her with martinis, but Dad was tired. In June, we celebrated father's day with yet another sail. At this point, Dad was getting out less, but still shucking his own oysters and driving his old truck.

By mid-July, Dad needed a walker. When we sailed up to a marina to visit him in Jamestown, I was anxious he couldn't make it out to the boat. But he did. The grandkids were there, actually, they were *everywhere*: up the mast; over the side; fighting pirates. Dad was thrilled. "On land I feel sick, but not on the boat. On the boat I feel fine."

A week later, the family gathered. There were no oysters, no more martinis, but there was lots of love. Dad died peacefully, in his own home, in his own bed.

As promised, off of Beavertail, I gently returned Dad's ashes to the sea. It was beautiful. As I watched the ashes flow into the ocean, I wondered, "How long till Tortuga?"



My husband and daughter on *Finisterre*.

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Lessons Learned:

The Reluctant Mate

By CDR John Hooper, USCG (Ret), Master, S/V *Liberty*, C400, #136

Are you among the many owners and Captains of their vessels whose spouse is only lukewarm, ambivalent or completely uninterested in boating and sailing? Well, you are not alone!

My wife was not raised around boats, and had no experience sailing boats, and has been forced by my love of the ocean and sailing to endure and sacrifice for my passion. If my marina is any measure, I suspect that there are many captains in the same boat. And, oh boy, has the dockage and maintenance costs fueled arguments and aggravated the loss of interest in boating. My wife has deftly picked up the nautical quip about “BOAT” standing for “bail-out another thousand”; and “the two happiest days of boat owner are the day they buy the boat, and the day they sell their boat”. So, what can/should you do to “socialize” your reluctant spouse to the maritime world, the romance of the sea and voyaging, and the many wonders of the sea? Well, it’s complex, but is achievable and doesn’t involve buying her the Horatio Hornblower series of seagoing novels or singing her to sleep with sea chantey’s.

Truth be told, happiness with boating/sailing is much like any other recreational vehicle like an RV or a timeshare on the shore. They are all expensive in their own way. With the requisite research and reflection it will be revealed that they are all equally expensive. My wife constantly laments with the annual costs of our increasingly aging Catalina 400 and encourages me to sell the boat and buy an RV. Well, compare the costs of fuel, maintenance and camping costs of an RV to the cost of a boat; you will be surprised. Same for the annual cost of a timeshare/vacation resort on the ocean, and you can only use that venue for a set and limited time and hope that the weather is good. Of course, there are some differences too. Unlike an RV, which handles like a car, with a boat you need to learn a rich vocabulary of terms, knots, boat vocabulary, marine weather, rules of the road, and basics of navigation to be safe—particularly on a sailboat which cannot get out of a storm expeditiously. And, then there’s the threat of a hurricane coming your way and the urgent preparations/care of the boat. Well, tornadoes and hurricanes impact a timeshare/resort on the ocean, or an RV, the same way.

So, what is the answer?

Can your spouse ever be successfully socialized and become a happy, adventurous, knowledgeable, helpful, admiring sailing companion? Well, there was a time when fellow crewmembers were subject to the “cat o’ nine tails” and strict naval discipline for not willingly and competently performing their seamanlike duties. I’m sure, at the time, there was some merit and need for such discipline; but, nowadays, you are likely to meet some resistance if you threaten or act on that partially successful remedy. I’m not a psychologist or sociologist, but like summer camping, or taking a walk on the beach on a summer night, the key is to show them a wonderful time and introduce them to new, inspirational, beautiful, and even romantic experiences. At the right time introduce them to all the wonders of the sea—the beautiful and impressive creatures that inhabit the ocean, beautiful sunsets at sea, sailing into a serene, quiet, and beautiful cove or harbor; peacefully swinging at the anchor while reading a good book or sitting in the cockpit reminiscing your romantic days of dating. We have several bottlenose dolphins in our area and I’ll never forget my wife’s excitement to see them dancing around the boat while under sail. Anchoring the boat and rowing into a sandy beach for swimming, barbecue, or bonfire with marsh-mallows. There is value and enrichment in meeting new people/fellow sailors who share your enthusiasm, responsibility, costs, trepidations in heavy weather, and wondrous sea stories. Let your spouse get creative in preparing a meal in the galley. Slowly and compassionately teach your spouse to be successful on the boat; compliment and congratulate them for their learning new skills like assisting with properly executing the docking and undocking the boat, or going forward to handle or reefing the sails. Never embarrass your spouse or raise your voice yelling at him/her with other boaters around or within earshot. And, very importantly, be considerate of your spouse’s skills, experience, and apprehension when the weather deteriorates. It is a worthwhile investment in time and romance to get underway from the dock before sunset and go out for just a couple hours to view the sunset at sea.

I check the weather before we leave the harbor from various sources, and watch the weather very carefully when underway, because if my wife had to endure long hours in a storm, seasick, cold, wet and scared to get back to homeport, upon return to homeport she would get off the boat and walk down the dock never to return to the boat.

Similarly, my wife laments that “we never go anywhere on the weekends, we always sail locally or for day-trips!” Well, I work full-time and am limited to a Saturday/Sunday

sailing routine so I can get back to work on Monday morning. If we sailed 40-60 miles away from homeport to a wonderful location, and the weather turned for the worse, we would be compelled to sail for many hours (maybe days) through heavy weather to get back to homeport at the peril or discomfort of the crew. Not an excuse, just reality. Not a good situation nor contributing to building interest in sailing by your crew/spouse. I'm sure many of you are in the same boat while you're working. When I fully retire, and there is no set timetable to limit voyages and exploration, as Kristopher Cross describes in his song "Sailing" we can sail only during conducive weather and wind conditions.

As your spouse gains experience and confidence on the boat and in inclement weather you can advance their sailing skills and they will thank you for allowing them to learn safely, at their own pace, and with tender encouragement. With increasing experience and

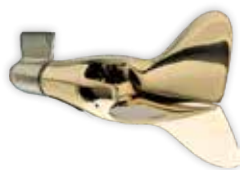
skill teach your spouse the basics of rules of the road, marine weather, navigation, engine maintenance, the five basic knots, man-overboard procedures, and boat-handling. But, don't force this to a timetable to their resentment. Your spouse is not interested in being a professional mariner. Let them take their time to learn these topics. Your spouses' self-esteem and comfort will grow and you will have created a very competent shipmate who can and will take pride in handling the boat in an emergency.

So, show your spouse a great time, wondrous new experiences, the beauty of the sea; compliment them; slowly and patiently teach them new skills building their self-esteem and confidence. Be considerate of their experience, level of knowledge, and anxieties. By doing so, I'm confident you will turn your spouse into a fine shipmate who loves the sea, all its beautiful wonders, and sailing. Bon voyage!

We have several bottlenose dolphins in our area and I'll never forget my wife's excitement to see them dancing around the boat while under sail. Anchoring the boat and rowing into a sandy beach for swimming, barbecue, or bonfire with marsh-mallows. There is value and enrichment in meeting new people/fellow sailors who share your enthusiasm, responsibility, costs, trepidations in heavy weather, and wondrous sea stories.



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Change of Course:

An Eye Toward the Future

By Frank Falcone, Past Commodore, Catalina 400/445 International Association



It's difficult for any of us to adequately predict the future. This is true any time. However, right now our crystal balls are really providing very cloudy and questionable predictions. To use a boating analysis, the fog seems to be everywhere and ever present.

Nevertheless, time marches on and change is always apparent. This is also true in the world of Catalina Associations. As you may recall from my Spring 2021 *Mainsheet* article, there are some changes occurring in our Catalina 400/445 International Association. And, a merger of Associations is taking place as well.

New Commodore:

After serving as our Catalina 400/445 International Association Commodore since 2007, it's time for me to step down and for others to move forward. We've seen some changes since 2007, most notably, the merger with our C445 colleagues. Over the past year or so, through previous *Mainsheet* articles asking for volunteers to serve as Commodore and 'word of mouth' interactions, 2 of our colleagues stepped forward expressing interest in becoming our new Commodore. One, unfortunately, had to withdraw citing personal issues. Our other colleague continued to express

enthusiastic interest. Since there was only one candidate, no formal election was held. As an aside, that was also the situation when I became our Commodore. At that time in 2007, I was the only interested candidate.

I'm very happy to inform everyone that, going forward, our new Commodore is John 'Hoop' Hooper. John is a retired U.S. Coast Guard Commander, an avid and lifelong sailor and a prolific writer. Perhaps, you've seen some of John's articles in *Mainsheet*. His writings are thorough, accurate and detailed. We're all very fortunate to have 'Hoop' as our new Commodore. The effective date of our 'Change of Command' was June 1, 2021. Under John's leadership and guidance, the future of our Association will be bright and clear! If needed, I'll be happy and available to provide any help and advice as we move forward through this transition.

Association Merger:

Also, over the past 2 years or so, we've been in contact with our colleagues from the Catalina 42/425 International Association. Through those discussions, it became evident that a merger between our 2 Associations would be prudent moving forward. After careful consideration, extensive discussions & input and with the involvement from the leadership at Catalina Yachts, we've decided to move forward with this merger.

The Commodore and Vice Commodore positions for the new Association will come from the Catalina 400/445 International Association. And, the Secretary and Treasurer positions will come from the Catalina 42/425 International Association. As you might suspect, the devil is 'of course and always' in the details. As I write this article, we're in the process of working through those details.

New Association Name:

Also, as I write this article, a new name for our merged Association has not been selected. The hulls in the merged Association will be the 400s, the 42s, the 425s and the 445s....any ideas for a new Association name? There have been numerous creative, clever and excellent suggestions submitted so far. If the decision has not been made yet when you read this, please feel free to offer your suggestions by sending an email directly to me. I'll forward those suggestions on to our Commodore for consideration.

New Association Burgee:

As I learned through our merger with our C445 colleagues, most owners prefer a burgee for their individual hulls. Some also like some sort of collective burgee, one which captures the friendship and the commonality of the



owners of the 4 hulls in the Association. Please feel free to also share any designs, graphics, photographs and/or thoughts that you might have for new Association Burgee(s).

Rendezvous Events:

There have been some preliminary discussions about scheduling rendezvous events for our merged Association on both the east and west coasts of the USA. Where, when and how are all questions under consideration. Once again, please feel free to offer your thoughts, ideas and suggestions. It would be great to 'kick off' this unique merger by holding these events (perhaps at the same time) on both coasts in the near future. That'll be a great way to engender interest, excitement and enthusiasm. Who knows, maybe a regatta or series of races might be a good way to move forward in a new and vibrant direction!

Mainsheet Article Editing:

For many years now (more than I can remember), Dan Bliss, husband of our C400/445 International Association Secretary, Martha Bliss, has been quietly and very efficiently editing our *Mainsheet* association articles before they're submitted to *Mainsheet* for publication. Dan has done an excellent job in this regard. As we merge and expand our Association, it would be great if Dan had some help! If you're interested and if you like reading, writing, editing, etc., let me know via email response directly to me and we'll get

you involved. This is an excellent way to stay 'up to speed' regarding association news and it'll increase the pleasure of your boating/sailing experience. We all grow and learn through involvement. This is also true for involvement in our Association.

Get Involved:

If you've thought about expanding and/or increasing the pleasure that comes from the ownership and/or operation of your outstanding Catalina yacht, you can do so by participating, more actively, in this new and merged International Association. Please feel free to shoot me an email expressing your interest and I'll forward that information on to our new Commodore.

Well, I guess 'that's it' for now. Thanks so much for all of your support over these past 14 years. I wish you all fair winds and calm seas. And, as always, stay safe out there!

—Frank Falcone, frank.falcone@villanova.edu

There have been some preliminary discussions about scheduling rendezvous events for our merged Association on both the east and west coasts of the USA.

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Safe Journey:

Twenty Year Insights

By David Allred • C320 Commodore

Two weeks ago I completed one of my most tedious tasks for preparing *Romance* for another sailing season. Every Spring, while she is on the hard, I clean and wax all of *Romance's* perpendicular surfaces including toerails, cabin top sides, cockpit, and all exterior surfaces. It is a tiresome two step process that starts with a boat cleaner that must



be scrubbed on and then removed just like wax. After that, I apply paste wax and buff it off. The whole process takes about 16-18 hours depending, in some part, on the boat's condition and, in much larger part, my own condition. This year marked the twentieth consecutive year of the same drudgery. However, this year I had two epiphanies that

made the job just a wee bit easier. And, like many epiphanies, they both left me bewildered at my own stupidity. Such is the nature of some epiphanies. The resultant joy is overshadowed by the head-slapping realization that this discovery was way too late in coming. I thought I would share them with you in the very slim chance that you may profit from them and the much larger chance that they may reassure you, when you have similar ridiculously obvious insights, that you are not alone in your simple discoveries.

Let me start by admitting that I am not new to suddenly discovering something that nearly everyone else in the world has known, or could have figured out, from childhood. As a youngster who mowed neighborhood lawns for spending money, I was surprised to find that lawn mower blades were sharpened for just a few inches at both ends rather than the entire length of the blade. As the years passed, I would idly ponder why the lawnmower did not cut a three inch swath of grass on each side of the mower as I pushed the machine across the lawn. More years passed. One night when I was in college I was driving along a rural road and saw the full moon rising. For some reason, that slowly rising full moon suddenly made me realize the secret to the way a lawnmower blade worked. In college, mind you. So, the two insights I had a couple of weeks ago were not so much surprising to me as confirmational of something amiss in my mental makeup.

One of the most difficult parts of the cleaning and waxing process is the toerail. Since the boat is on jack-stands about 12 feet off the ground, the toerail is a little too high for me to access from outside the boat. So, I get on my hands and knees and work my way from the bow to the stern, crawling on wobbly knee protectors with (usually) an aching back. I do this twice for each side, cleaning then waxing. When I start on the port side from the bow, I

crawl forward, facing the stern, using my right hand to do the work. It is tedious, but not too awkward. When I do the starboard side, in order to use my right hand, I have to crawl backwards from the bow to the stern. That is more awkward and crawling backward seems to aggravate my sore back. I end up running into rigging and taking an extra 15-20 minutes because I am not ambidextrous and want to use my strong arm. This has been my procedure for doing the toerail for twenty years.

Last week, as I finished waxing the port toerail and started to walk forward with my cleaning stuff to begin the starboard toerail, it occurred to me to start at the stern on the starboard side and work my way forward. That way I could crawl forward and still use my right hand. Of course, it makes no difference whether one starts at the bow or at the stern since the only thing that matters is cleaning and waxing the dang toerail. It took me only 20 years to have this marvelous insight into how to make the toerail job easier. Some folks might say, "What an idiot." I say, I am glad I realized this before another year passed.

The other insight has to do with my work materials. Since the boat rests on its keel, I have an articulated ladder that I can fold into a scaffold that I can walk on to do the topsides of the boat, moving the ladder as necessary. The ladder is heavy and a pain to unfold and set up for use so rather than take it home at the end of the day, I leave it set up as a scaffold and chain it to the boat to prevent theft.

The boat yard prohibits chaining anything to the jack-stands, so for twenty years I have awkwardly pushed and pulled the ladder partially under the boat so I can chain it to the prop shaft. That means bending over and hunching under the boat to get the chain over the prop shaft and ladder. It is not terribly hard, but it is inconvenient and an extra pain in the butt (and back), especially after a day of cleaning and waxing. I consider it just another coin in the price I pay to have a nice looking boat.

Each Spring, I access the boat cockpit by lowering the stern ladder and using it to climb over the transom into the boat. The swim ladder is bolted to the stern of the boat. For the first time in all these years, it occurred to me that I could chain the work ladder to the stern swim ladder rather than semi-crawling under the boat to access the prop shaft. It is easier done, by far, than writing about it. Again, why it took me so long to think of this obvious solution to securing the work ladder is beyond my understanding. Perhaps, one day I will have a similar insight into that question. Until then, I am hoping I have more of these flashes of understanding. Who knows, I may become a wise man one day...or at least a not so dumb one. —David Allred

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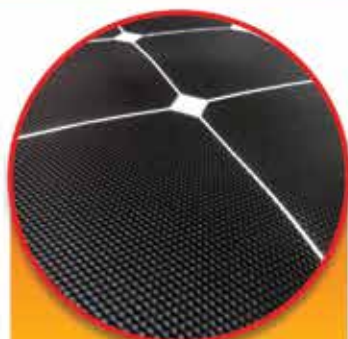
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BY JANET HINKLE • CM440 HULL #44 • S/V LION'S PAW

In Search of a Lion's Paw





Sails flying in the tropical sunshine, CM440, The *Lion's Paw*, was made for adventure.



Captains Janet Hinkle, Pam Morris and Chazz Loyola begin their quest from Key West, FL

DAY 1:

All great adventures involve a quest

We were embarking on a mission to find a Lion's Paw shell, the inspiration for my CM440's name and a childhood book I credit with sparking my passion for sailing. The first leg of the journey, from Key West to Marco Island, is a 17-hour stretch through the night.

"You've got a prop cutter? Right?" asked my friend, Kimber.

"No, I just avoid the lobster trap lines."

"Good luck doing that at night," she quipped. The straight shot between Key West and Marco Island is a lobster-pot palooza. "When you get to the end of Key West's northwest channel, look for Smith Shoal. When you see Smith Shoal, take a hard left like you're headed to Texas. When you hit 80 feet of water, you'll be safe. Take a hard right and point your bow toward Marco Island," offered my friend, Vanessa.

We were blessed with favorable 12-knot easterly winds. My traveling companions were seasoned sailors. Pam Morris calls the waters around Chesapeake Bay home. Together we've sailed Key West, Cuba, the British Virgin Islands, the Bahamas, and the Dodecanese Islands. Also joining me was Chaz Loyola. Chaz shows his love through cooking. In the middle of the Gulf of Mexico, he created a perfectly seasoned peppered steak with onions on yellow rice.

The stars sparkled in the absence of moonlight and light pollution. On the horizon, I saw the bright lights of a

dozen shrimp boats. As pure luck and karmic living would have it, we watched the Giminds Meteor Shower. Some resembled the narrow short-lived streak of light left by the Starship Enterprise. Others were like the last fiery embers of a spent firework. Still others burned so brightly and briefly you would think they would land on earth.

At the first hint of dawn, a sliver of a new moon was rising. In the distance, I saw a flashing red marker.

DAY 2:

Shallow channels, tall bridges

The wide mouth of Big Marco Pass is deceptive. The channel is narrow and shallow with many inlets connecting to the main channel, each with its own channel makers.

Add sleep deprivation, and you'll guess what happened.

We grounded the boat. Correction, I grounded the boat. I turned the helm over to Chaz who was able to steer us back into the channel. Our mission to find a Lion's Paw shell was back on course!

The Marco Island Marina dockmaster advised us to look for a power line shy of a bridge, go under it, and take a hard right to the marina. The experience brought to mind a trick I'd played on my friend Betsy. Betsy, you see, hadn't done much sailing. She was with me on a trip from Panama City to Apalachicola as we approached a bridge between St. Joe Bay and the Intracoastal Waterway. I knew the height of my mast, and I knew the bridge was tall enough to go under it. I sent the eager-

to-help Betsy forward with instructions, "Let me know if it looks like we're going to hit the bridge."

If you've ever taken a tall-masted ship under a bridge, the experience is terrifying. It's an optical illusion that makes you believe you are going to hit that bridge, no matter how many times you've confirmed its height. Betsy didn't disappoint. As we neared the bridge, she started jumping and screaming and telling me to stop the boat. "We're gonna hit it! We're gonna hit it!" As she ran back toward me, arms flailing wildly, I burst out laughing.

DAY 3:

A master sheller

I've found a hobby well-suited to my aging body...slowly walking on a beach, face down, scanning for shells. Pam, Chaz, and I spent the morning on the shores of Shell Island.

We were ferried there in a Carolina Skiff by Sand Dollar Shelling. I'd reached out to Captain Jim after pouring over TripAdvisor for the best guide to assist us on our quest. A friend had asked, incredulously, "You can make money taking people shelling?" I guess it does seem simple. Perhaps something we COULD have mastered ourselves. Step 1: Go to a beach. Step 2: Look down. But Marco Island is north of a chain of islands and mangrove islets called Ten Thousand Islands. I didn't have the time to explore them all to find the best one, but Captain Jim did.

Captain Jim had been replaced by Captain Don, however. My disappointment was quelled by learning

that one of the other shellers, Alexis, was an 11-year-old with an encyclopedic knowledge of shells. What the Big Bang's Sheldon Cooper is to theoretical physics, Alexis is to shells. I told her of my quest for a Lion's Paw. She'd heard of them but never found one.

As we approached our destination, it became clear how it got its name: nothing but shells, huge mounds stretching the length and width of a football field. Captain Don handed us each a black bucket and sent us on our way. It wasn't too long before Alexis pulled a rare Alphabet Cone out of the water. The shell is white with revolving spots and irregular markings of orange, chestnut, or chocolate. I looked for one to add to my collection but came up empty. Alexis gave me an extra one she found. The world needs more generous, smart people like Alexis.

As I continued beachcombing, I noticed a woman using a long metal stick with a sifting strainer at its base. She easily combed through piles of shells without the requisite "bending." So clever. I surmised she was a master sheller and introduced myself. I told her I was hunting for a Lion's Paw. "Had she ever seen one around here?" I asked.

"Hmm...no," she replied. "Those are pretty rare you know."

She had no advice for me. It turns out that sophisticated-looking tool was designed to remove cat poop from a litter box.

Next, I encountered a young man who captained another shelling boat. "Have you ever heard of someone finding a Lion's Paw?" He replied, "I've been doing this for years. I've only seen two of them found around here. They're rare, you know."

"Yes, I've heard," I deadpanned.

"If they are so rare, why can I go to a shop and buy one for \$7?" I questioned. Shrimpers, it seems, bring more off the ocean bottom than shrimp.

By the end of the morning, I'd collected several awesome shells: a Calico Scallop, a Banded Tulip, a Florida Fighting Conch, a Turkey Wing, a Lettered Olive, and a Lightening Welk. Alas, no Lion's Paw.

DAY 4:

A Robb White classic

Fog consumed the treacherous channel the morning we departed Marco Island. It was a six-hour windless trek

to Sanibel Island, so I reflected on my Lion's Paw quest.

It's 1965. I'm nine years old in fourth grade. Mrs. C. has chosen Robb White's, *The Lion's Paw*, as the read-aloud book. I was enthralled. Jump ahead to the 1990s. My children are in third grade. *The Lion's Paw* is selected for their class as well.

In brief, 12-year-old Penny and her brother, Nick, live in a Florida orphanage during the 1940s. When Nick is to be adopted, leaving Penny behind, the siblings escape and hide in a nearby sailboat. A young boy named Ben arrives. The boat is named *The Lion's Paw* and is owned by Ben's father, a soldier gone missing in the Pacific during WWII. Ben believes if he finds a Lion's Paw, his father will return. The trio set sail in search for a Lion's Paw through a series of near captures, confrontations with alligators, and other surprises. After naming my CM440 *The Lion's Paw* in 2008, I'd always imagined that one day I'd go looking for a Lion's Paw, too.

We arrived at our anchorage as the sun was setting. Chef Chaz' chicken piccata left me satiated and groggy. I retired to my quarters and was soon fast asleep.

DAY 5:

Cheeseburger in paradise

The plan was to anchor off the Intracoastal Waterway near Sanibel, dinghy to a dock, and explore. Unfortunately, there is a lot of shallow water and impassable marsh between the Intracoastal and the island. We'd need to dinghy for miles.

We headed north in search of a spot close to an entrance to the island. We anchored near Cabbage Key, home to the Cabbage Key Inn & Restaurant, one of many that claims to have inspired Jimmy Buffet's "Cheeseburger in Paradise." We dinghied to the restaurant's dock and ordered – big surprise – cheeseburgers. They were good but no comparison to the gourmet fixins of Chef Chaz.

DAY 6:

In search of a Lion's Paw

We awoke with an ambitious plan to visit the shell museum in Sanibel and then the beaches of Sanibel, Captiva and, hopefully, Cayo Costa—all accessible ONLY by boat. It reminded

me of trips to New York City, where short distances were incredibly hard to cover and involved numerous subway stops followed by blocks of walking.

We were close to beaches, but getting to them was a logistical cluster. The dinghy wasn't an option; too slow. Renting a small powerboat would get us there faster. Our first stop was the Bailey-Matthews National Shell Museum in Sanibel. After a 45-minute boat ride, we parked at Jensen's Marina and called a cab. Tick tock. We bided our 30-minute wait. Tick tock. We were pushing noon and had yet to tour the museum or comb a single beach. Tick tock.

The museum was all I'd hoped it would be. It was there we saw our elusive Lion's Paw beautifully presented in hermitically sealed displays. The joy we felt was almost comical! Dr. Jose Leal, Science Director and Curator, introduced himself. The slender, kind eyed-man indulged our questions and gave us, as they say in the south, a lot to chew on. Finding a Lion's Paw is rare, he confirmed. The best conditions are after a huge storm pushes it from the 30- to 150-foot depths it likes to roam.

Our cab arrived and we headed back to our 21-foot Hurricane, intent on finally hitting the beaches for shelling. When we reached the channel, however, the wind was approaching 20 knots. We were knocked around and decided to scrap our plans. We returned the rented boat and headed to my CM440 post haste. After a day of earnest effort, we had found our Lion's Paw, albeit not on a beach as we'd hoped.

I'll return to Sanibel and Captiva one day and stay in a little cottage near town. I'll rise early when the tide is low and wander the beaches. I'll walk slowly and keep alive my elusive dream of finding a Lion's Paw.



The elusive Lion's Paw found in the Bailey-Matthews National Shell Museum in Sanibel



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C22 NATIONAL CHAMPIONSHIP REGATTA

Pensacola FL, May 27, 2021:

Justin Chambers' 'Buc-ee' from Flowery Branch, GA led the Catalina 22 championship Gold Fleet from the first start of the series to the final whistle to win the 2021 Catalina 22 National Championship. He and his crew Doug Thome and Winn Story won all seven races in the 14-boat championship division of the regatta. At 1-1-1-1-1-1-1... that is a proud lot of bullets.



C22 Association
Editor Rich Fox

Chambers & Co also took the three race mid-regatta Spinnaker Series 1-1-2. 'Buc-ee' broke her run of first place finishes because of a port-starboard incident at the start of the final spinnaker race.

A full prize list and complete results are posted on the Catalina National Sailing Association website.

Chambers is now a nine-time Catalina 22 National champion. He said, "Our boat is well prepared, but my crew is really why we sail so well. We have had a lot of experience together sailing one design boats from the cruiser-oriented Catalina 22's to racier Melges 24's." The skill of Chamber's mark roundings, setting up on the lay lines, and making smooth, fast turns was a clear example of how they put together a clean sweep of winning races in the Gold Fleet.

Commenting on their only second place finish Chambers said, "We were on starboard tack set up for the start of the final race of the spinnaker series when a port tacker came across on a collision course. To avoid a crash we steered up and stopped in irons, stalled head to wind and unable to come about or tack either way."



Justin Chambers' 'Buc-ee', Sail 221 - Hull 35, (Flowery Branch, GA) gets a great start on Day 2. Buc-ee' won the 2021 Catalina 22 National Championship, his ninth, at Pensacola Yacht Club with a clean sweep. He and his crew Doug Thome and Winn Story took all seven races in the 14-boat championship division for 1-1-1-1-1-1-1, a perfect seven points. Photo by Talbot Wilson



'Buc-ee' also won the three-race Spinnaker Series 1-1-2, an almost perfect four points. Photo by Talbot Wilson

Of course, 'Buc-ee' was the last to cross the starting line in that race. Then, in an amazing recovery for the Georgia crew, they were able to dig back into a close second place for that final race of the spinnaker series. They finished the spinnaker series with a score of 1-1-2 for four points and first place again. Randy Pawlowski's 'Gold Rush' with crew Steven Johnson finished second with 2-2-4 for 8 points. Ben and Bo Miller's 'Tool of Justice' from Kemah TX came third with 5-4-1 for 10 points.

The Spinnaker Fleet was a combination of Gold Fleet and Silver Fleet sailors who chose to enter the additional three-race series. Originally the Spinnaker Fleet was scheduled to race in the mornings but under typical Pensacola Bay summer conditions there was no wind in the mornings as the sea breeze fought to build against the early land breeze.

PRO Hal Smith, Pensacola's wind wizard, decided to reschedule all of the spinnaker races for Wednesday at 1300 creating a lay day for the Gold/Silver Fleets after getting one extra race on Monday and Tuesday. On Wednesday afternoon the sea breeze built to a fresh 9-12 knots out of the South, gradually swinging 20 degrees West through the three-race afternoon. Pensacola Perfect!

Winds for the four-day event were all southerly some as light as 6 knots on Monday, mostly steady at 8 knots Tuesday, 9-12 knots on Wednesday and building to about 15 knots for the final race on Thursday.

Rounding out the Gold Fleet podium finishes, Keith Bennett's 'Screamin' from Eclectic, AL and crew Jennifer Bennett and Gene Cochran came in second with 19 points. 'Mischief' sailed by Mickey Richardson of Cataula, GA with Sandy Cox and Harmon Smith finished third with 28 points.

In the non-spinnaker Silver Fleet— nine C22's that had never won a regional or national title— Richard Gailey from DeBary, Florida and his crewmate Patrick Dorsch aboard

(continued on page 20)

RACE RESULTS:

Gold Fleet (14 boats) (top)

Series Standing - 7 races scored

Pos,Sail, Boat, Skipper, Yacht Club, Results, Total Points

1. 221, Buc-ee, Justin Chambers[Spinnaker], LLSC, 1-1-1-1-1-1-1- ; 7
2. 38, Screamin, Keith Bennett[Spinnaker], Dixie Sailing Club, 2-3-2-3-4-2-3- ; 19
3. 8, Mischief, Mickey Richardson, Dixie Sailing Club, 6-5-3-2-2-3-7- ; 28
4. 439, Gold Rush, Randy Pawlowski[Spinnaker], Lake Monroe Sailing Association, 4-2-4-4-5-15/OCS-4- ; 38
5. 241, Chickin Ship, Chip Embrey[Spinnaker], Chip Embrey, 3-6-5-7-9-7-5- ; 42
6. 5242, Tool of Justice, Benjamin Miller, GBCA / TMCA, 7-15/DSQ-7-5-3-6-2- ; 45
7. 1700, WhoDat? aagb, Mark Goodwin, GSC, 9-4-9-8-10-5-6- ; 51
8. 73, Danger Zone, Sam Beckman, Percy Priest YC, 5-10-6-6-11-8-10- ; 56
9. 204, Grey Pride, Donald Woodhouse[Spinnaker], SYSCO, 11-7-8-10-7-4-15/DNF- ; 62
10. 178, Hoss It Up, Duncan McBride, TSA-LA-GI Yacht Club, 10-9-11-13-6-10-8- ; 67
11. 50, Knot Guilty, Tommy Smith[Spinnaker], Columbia Sail Club, 8-8-13-9-8-11-15/DNC- ; 72
12. 757, 22skidoo, James Zeiler[Spinnaker], IMYC, 12-11-12-11-12-9-9- ; 76
13. 1242, , Chuck Atkinson, Iron Mountain Yacht Club, 14-12-10-12-13-13-15/DNC- ; 89
14. 9162, Sirocco, George Yerger[Spinnaker], Greers Ferry Lake Yacht Club, 13-13-14-14-14-12-15/DNC- ; 95

Silver Fleet (9 boats) (top)

Series Standing - 7 races scored

Pos,Sail, Boat, Skipper, Yacht Club, Results, Total Points

1. 216, Wicklow Way, Richard Gailey, LMSA, 1-1-1-1-2-1-3- ; 10
2. 1351, Papi, Mark Breedon[Spinnaker], Cave Run Sailing Association, 2-3-3-3-1-2-1- ; 15
3. 269, Seawolf, Yanic Harel, Conroe Yacht Club, TX, 3-2-2-2-3-5-2- ; 19
4. 15544, Second Star, Jim Covey, Tsa-La-Gi Yacht Club, 5-5-4-4-4-3-4- ; 29
5. 15700, Shrimp 'n' Grits, Jerry Petritsch, Muscle Shoals Sailing Club, 4-4-5-5-5-4-9- ; 36
6. 14267, Lake Shark, Stuart Weist, None, 7-7-6-6-7-6-6- ; 45
7. 7436, Between the Blue, Mark Heinold, GLYC(Grande Lagoon Pensacola, 6-6-7-7-6-7-8- ; 47
8. 8537, Wahoo, Anthony Woodall, Grande Maumelle Sailing Club, 9-8-8-8-8-8-5- ; 54
9. 14230, GraSea, Bob Crook, Browns Creek Sailing Club, 8-9-9-9-9-9-7- ; 60

Spinnaker (10 boats) (top)

Series Standing - 3 races scored

Pos,Sail, Boat, Skipper, Yacht Club, Results, Total Points

1. 221, Buc-ee, Justin Chambers, LLSC, 1-1-2- ; 4
2. 439, Gold Rush, Randy Pawlowski, Lake Monroe Sailing Association, 2-2-4- ; 8
3. 5242, Tool of Justice, Benjamin Miller, GBCA / TMCA, 5-4-1- ; 10
4. 38, Screamin, Keith Bennett, Dixie Sailing Club, 3-3-6- ; 12
5. 50, Knot Guilty, Tommy Smith, Columbia Sail Club, 6-5-7- ; 18
6. 204, Grey Pride, Donald Woodhouse, SYSCO, 4-11/RET-5- ; 20
7. 9162, Sirocco, George Yerger, Greers Ferry Lake Yacht Club, 8-6-8- ; 22
8. 241, Chickin Ship, Chip Embrey, Chip Embrey, 11/RET-11/DNS-3- ; 25
9. 757, 22Skidoo, James Zeiler, IMYC, 7-11/RET-11/RET- ; 29
10. 1351, Papi, Mark Breedon, Cave Run Sailing Association, 11/DNC-11/DNC-11/DNC- ; 33

The championships at Pensacola Yacht Club were supported by a grant from Pensacola Sports and by Regatta Craft Mixers.

The Pensacola YC team was certainly pleased that so many Catalina 22's and their families came from all over the nation to enjoy the "South's Finest Yacht Club". Sailors came from as far as Washington state, many from the Southwest and Southeast.

‘Wicklow Way’ took five firsts, a second and a third scoring 1-1-1-1-2-1-3 for 10 points. Gailey, designated as a ‘newest’ racer, won handily... a good thing... but now he is automatically moved up to the Gold Fleet next time he races... maybe not so good.

Mark Breeden and Ryan Breeden aboard ‘Papi’ from Winchester KY took second with 15 points. ‘Seawolf’ sailed by Yanic Harel of Houston TX and Brian Money came third with 19 points.

Certainly the most interesting crew was the Stuart Weist family that came all the way from Preston, MN. They all sailed with gusto— Stuart, his wife Michelle and their three boys Luke, Eric, and Nick. They raced every race of the Silver Fleet with an ongoing, cheerful banter. If ‘Lake Shark’ passed anywhere nearby, you heard about it from the boys. The youngest crew finished with all sixes and sevens, in sixth place, but nobody had a better time. Each of the Weist boys went away with a Youth Trophy awarded to competitors 18 and under. All of the family also won the Big Boy trophy as the top ‘heavy’ boat.

A highlight of the awards banquet, other than the delicious taco buffet, was the auction for an original Catalina 22 commemorative painting by Pensacola’s Principal Race Officer and former C22 National Champion Hal Smith. The painting sold for \$600 with Commodore Tom Pace matching that. The \$1200 will be split between the Catalina 22 National Sailing Association and Pensacola YC to defer expenses for the National Championship regatta. —**Rich Fox**, rich_fox@yahoo.com



Pensacola Yacht Club PRO Hal Smith, a former C22 national champion himself, sites his line as the Gold Fleet gets a clean start. Photo by Talbot Wilson



Breezes on Pensacola for the first three races of the C22 National Championship were sailed in a shifty 6-8 Kts. In the final race ‘Chickin Ship’ leading Mark Goodwin’s ‘WhoDat?’ and Grey Pride skippered by Donald Woodhouse rounded the weather mark in a brisk 15kt southerly. It was a perfect sailing week on Pensacola Bay. Photo by Talbot Wilson



Anthony Woodall’s ‘Wahoo’ (8537) nipped Land Shark (14267) at the finish of the final race for the Silver Fleet in the 2021 C22 National Championship at Pensacola Yacht Club. Photo by Talbot Wilson



The Weist family entry ‘Land Shark’ (14267) which came from Preston MN to race in Pensacola sported the youngest crew. The family— Stuart, Michelle, Eric, Nick, and Luke— finished with all sixes and sevens, in sixth place, but nobody had a better time. Each of the Weist boys went away with a Youth Trophy awarded to competitors 18 and under. All of the family also won the Big Boy trophy awarded to the highest placing New Design or MK-II boat. Photo by Talbot Wilson



Ron Nash, Tom Pace (Commodore – Pensacola Yacht Club), Duncan McBride (Commodore – Catalina 22 National Sailing Association), Hal Smith (PRO). Photograph by Talbot Wilson

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CATALINA 470 NATIONAL ASSOCIATION

A Few Good Lessons...



C470 Association
Technical Editor
Joe Rocchio

Onward, C470-126, is back in cruising mode after a 16-month hiatus due to the pandemic. Our cruise from Marco Island to the Bahamas was followed by an offshore passage from the Abacos and around Hatteras to Norfolk where

Peggy met her newest granddaughter (both were delighted with each other, of course!). This cruise provided fertile grounds for C470 Tech Notes, here are three important things to consider.

Racor Fuel Filters

Onward has two Racor 500 filter units incorporated into its fuel manifold distribution system for its three diesel tanks. All it takes is a flip of two valves

and a new filter is in place. It is also easy to change the used filter cartridge underway as the filter unit is isolated. Years ago, I switched to 2-micron filter cartridges that do a great job of preventing biologically produced schmutz (which is about 10 microns) from getting to the on-engine fuel filter. As a result, the latter only needs to be changed once a year. So, when I got a bad load of fuel a few years ago that ended up producing a lot of schmutz (discovered on an offshore passage, of course!), it was an irritation but did not cause operational problems. Eventually the schmutz ended up filling up the bottom of the see-through fuel bowls to the point where the drain plugs were blocked. Before departing for the Bahamas I decided, with much trepidation, to clean the fuel bowls. It turned out to be an easier task than I feared:

1. Isolate the filter, remove filter cartridge, and drain the fuel. A 200 ml plastic syringe and fine tubing allowed removal of the fuel down in the bowl.
2. Unfasten the filter unit support so that the four screws that hold the fuel bowl clamp ring can be reached (from the underside of retention ring – the most difficult part).
3. Remove the four retaining screws. Carefully lower the retainer ring, O-ring, and fuel bowl. Don't spill the schmutz!
4. Empty the schmutz. Clean the O-ring, filter body, swirl cone, and bowl with Fantastic spray (my must-use cleaner when diesel is involved).
5. Re-assemble.

As it turned out the O-ring was in pristine condition (after 18 years!) and I didn't need a new one. The result: Sparkle City! No more schmutz worries. The schmutz was the consistency of putty – no wonder the drain was plugged!

More recent models of this Racor filter unit come with a metal bowl beneath the drain spout to capture drips. I attached 50-ml plastic bottles using wire ties beneath the drain plugs to catch any drips. I check these when I do my daily engine check.



Racor filter showing sediment bowl half full of schmutz from a bad batch of diesel. Before and After. Photos by Joe Rocchio.



Onward's fuel manifold and filters.

Engine Drive Belts

Onward moves around so much that there is plenty of engine usage to keep the batteries charged using the standard alternator. Years ago, I made the calculation that a larger alternator, which would require heavy-duty drive belts and place a larger parasitic load on the engine, was unnecessary given my engine use and alternative power sources: wind generator, solar panels, and 6-kw generator. I change the drive belt annually using Yanmar OEM replacements. Over 18 years, and > 10,000 engine hours I have had two failures. One was benign. The other ended up with the belt fraying into thin stands that destroyed the main engine shaft oil seal. As a result, the seal had to be replaced before any significant use could subsequently be made of the engine – not a good thing to happen on an offshore passage.

In Marathon, Florida I prepared to make the Gulf Stream crossing to the Bahamas. A check of the drive belt tension showed it was a bit loose. As it had < 30 hours on it, this was surprising. I tensioned it and made note to check it more frequently. A few weeks later, while at Warderick Wells Cay in the Exumas, I prepared for an anticipated sprint back to the Chesapeake. I was surprised to find the drive belt was a bit loose with disgusting black rubber powder evident. I cleaned up the mess and inspected the belt. It had little evidence of wear and no evidence of cracks. So, I re-tensioned the belt. Our fast trip back to the US had an extended delay in the Abacos due to storms in the Gulf Stream. I did another drive belt check as we departed Green Turtle Cay and all looked well. I did something that I'd never thought to do before. I put index marks on the alternator tang and the positioning arm so I could see if the problem had to do with slippage along the arm.

After about 48 hours of motor sailing on the passage, during my evening engine check I noticed some of that dratted black powder. Off watch, my sleep that night was restless because of it and I decided I would change the drive belt in the morning – after I checked passage weather with Chris Parker on SSB. At 0630, I went below and quickly prepared for the SSB session and went back to my watch. As the session was about to start I went below to tune the SSB then returned to the

helm to shut down the engine for quiet and for it to cool down so that I could change the drive belt. I was astonished to find the high temperature alarm had come on. This happened during the ~5 min I'd gone below! I shut down the engine. When I opened the engine compartment my worst fears were realized: the drive belt had failed. The good news is that it was mostly intact and did no ancillary damage.

After the SSB session, I calmed down enough to begin the cleanup and drive belt change. I replaced the 8-mm bolt that locks the alternator in place on the positioning arm with a longer bolt to grip more threads on the alternator tang and I added a lock washer. When I went to make an index mark, I was astounded to find that the new OEM drive belt, when properly tensioned, ended up with the index mark about 2-3 cm closer to the engine! I have no explanation for this difference. However, I will now use the index mark to check drive belt and alternator position as an indicator of excess wear in the future on my morning checks.

Vented Loops!

In November 2019, I had my diesel mechanic do substantial component replacement on the Yanmar 4JH3-TE as it reached > 9,700 engine hours (see Tech Note from Mainsheet, Spring 2020 issue.) This included replacement of all hoses on the engine. Note: It is absolutely critical that the hose run for every engine hose be inspected for actual contact or possible contact with an engine part or a structural part of the engine compartment. Due to normal engine vibrations, if a hose can contact engine or structure, it WILL chafe. So, I carefully added chafing protection and tied down hoses to minimize this threat.



Engine vented loop drip catcher for leaking vacuum break valve. Carries slow drips through a hose from faulty valve to bilge to prevent water damage to engine compartment. Photo by Joe Rocchio.

When the raw water hoses from the raw water pump to the vented loop (vacuum break) mounted on the port side of the engine compartment were replaced, I cleaned and checked the plastic vacuum break valve on the loop as part of the refurbishing.

Fast forward to our cruise from Marco Island to Marathon. The forecast for great sailing conditions didn't materialize and we ended up motor sailing. That evening Peggy said she thought there was evidence that salt water had run across the port side of the sole in the aft stateroom. I looked and really couldn't see a problem. The next afternoon as we approached Marathon, she told me that now there was a small puddle. This I saw – but could not find a source. With much dread, I checked the

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CATALINA 470 NATIONAL ASSOCIATION

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shaft and shaft seal for a leak – but it was fine! When I removed the aft engine access panel, I found evidence of a slow drip from the raw water hose running from the vented loop to the engine. When heeled to port, the drip fell in a way that allowed it to leak out the bottom port corner of the access door and onto the sole.

A search revealed that the base of the female NPT section of the plastic vacuum break valve had cracked and a very slow drip came from it. This had likely been going on since November 2019 – masked by the relatively little use the engine had while we were holed up and by the fact that when not heeled to port the water dripped down to the engine pan where it quickly evaporated leaving the salt crystals I found.

I used 5200 and a hose clamp to fix the problem while at Marathon. All looked good until we were off Hatteras on our return passage. An engine check

showed dampness on the cloth I put in place around the valve as a witness – a very slow drip was evident. At Hampton, VA, I disassembled the unit and found that the O-ring air seal of the vacuum valve sometimes functioned with a complete seal but the next time would allow a slight drip. With a long lead time to get a new valve shipped to me, I did a temporary fix by removing the upper part of the valve – the air screen. I then attached a hose that will carry any leaking raw water directly into the bilge, thus preventing it from getting onto any other engine components.

I think this a major flaw in the C470 engine compartment design. This is the one vacuum break loop on the boat that, should a leak occur, will not drain harmlessly to the bilge. I plan to engineer a covering for the vacuum loop that will prevent any leak from getting into the engine compartment and carry the water through a hose to the bilge. **—Joe Rocchio**

Recommendations:

1. Clean that schmutzy Racor fuel bowl. Install a drip catcher. Fuel manifolds and distribution systems are wonderful!
2. Put index marks on the alternator and positioning arm when you change drive belts. If there is evidence of belt stretching – change the belt early.
3. Check that engine vacuum break valve for almost imperceptible leaks. If you find mysterious salt crystals along the port side of the engine, you will know the culprit. Find some way to capture any water that may be leaking from the vacuum break and port it harmlessly to the bilge.

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Replacing the Refrigeration Unit on a C400



C400 Association
Technical Editor
Tom Sokoloski

Special thanks to Paul Larter and Doug Burr for submitting articles this issue.

-Tom Sokoloski,
Juniper #307, Noank, CT,
tomsoko@gmail.com

The fridge unit on Naia, C400 #165 built 1999, was losing gas and running continually. The advice I had from the local fridge mechanic was that it would be better to replace a unit of that age rather than spend money on leak tracking, using nitrogen and dye, replacement parts etc. and end up with a patched-up old unit. Having a unit similar to the existing one made up with piping of the correct length and installed would cost AUD 3 to 4k. Not cheap, here in Australia.

I decided to go with an Ozefridge, manufactured in Melbourne, Aus. This is a eutectic unit, with a 5 litre eutectic tank, filled with a 50% car anti-freeze and water solution, designed to freeze at -5 to -7 Celsius, costing just over AUD 2k (USD 1.6k).

The deciding points were the ability to have piping made to any length (6.6 metres), and a very efficient water cooling arrangement which uses the aft water tank as a heat sink. This is to avoid using raw water and the possibility of corrosion occurring. It is also air cooled, so it continues to work if the water tank is empty. Also, the eutectic tank is made of substantial stainless steel, so is resistant to corrosion and physical damage.

The eutectic tank is 330mm X 400mm X 60mm thick, portrait orientation with a right-hand pipe exit. The unit is delivered with the tank and piping connected together. The piping is pre-gassed and insulated and includes a wire for a light or computer fan in the fridge which run off a connection on the compressor.

Removing the old unit was not difficult, but I did tie a line to the old piping when it was removed so I could pull the new piping through (essential).

Installing the new compressor in the aft lazarette was straightforward.

The tricky bit was getting the piping to go through the raceway/duct from the fridge end. It got half way and stopped! I figured out where it had stopped, which was behind the hanging locker in the aft cabin, and removed the floor to discover the duct is not one piece but two, with a gap of around 600mm (2 feet) in the middle.

I managed to straighten the end of the pipe which had become bent (only the throw-away end caps) and removed it completely. Then, starting again, I did what I should have done in the first place and made a smooth, tapering connection between the pipe and the pull-through line using duct tape. A friendly shipwright recommended using copious amounts of soapy water from a spray bottle on the foam insulated piping. This made all the difference and the pipe went through the duct without further problems. On reflection, had I known of the break in the ducting and paid particular attention to having a smooth connection between the piping and the pull-through line and using soapy water, it may well have been possible to have pulled the pipe through the duct without removing the locker floor, but this is my speculation.

Connecting up the water-cooling piping was the next item. The offtake is a 'T' connection at the foot of the

bed, just where the hose from the tank appears and before the shut-off valve. A small pump is attached to the supports under the bed and the clear piping run aft to the compressor. The return is accomplished by running the pipe across the transom just under the deck and attached in the lazarette by small wooden blocks stuck with sealant to the fiberglass and using cable ties with looped ends. Then into the aft tank breather pipe which is against the port side hull, again using a 'T' connection.

Having made all the connections, the unit needed a bit of "fine tuning". It is supplied with too much gas in the pre-gassed pipes, the idea being it is easier to let some out rather than try to increase the gas.

Letting the gas out is easy via a Schrader valve, similar to a car tire. I was hesitant to do this in case I let out too much gas, so phoned the makers for advice, which was to let the gas out as per the instruction book. Prior to letting gas out, the tank wouldn't get very cold. As soon as the gas was released it worked very well. I had about four or five goes at releasing gas, each for 5 seconds or so, and each time the tank got colder, quicker. The other thing to set is the cut-in and cut-out temperatures. I have them as cut-out -13C and cut-in at -7C, which is a bit colder than recom-



Eutectic Tank



Finished Install

CATALINA 400/445 INTERNATIONAL ASSOCIATION

(continued from previous page)

mended, but we are in the Sub-Tropics in Sydney. The same unit can go to -25C if you want to use it as a freezer. Setting the temp is easy, just press buttons on the compressor.

Finally, I had to buy a bit of Starboard to make a new fridge shelf, as the tank is only 60mm thick and the evaporator was about 150mm, which meant there was a gap for things to fall off and vanish to the bottom of the fridge.

Current draw is about 8 amps, and it takes about 2.5 to 3 hours to reach -13C, but doesn't come back on again for a long time. I kept looking at the temp gauge on the compressor, wondering if it was still working (it was). Later I installed a small computer fan to circulate the cold air in the fridge, using the wire supplied along with the piping. The draw is very small and when the lid is closed, it's silent. One thing to consider is that there is no freezer

compartment with this installation, but increased fridge space over the old unit. So far the unit has been very satisfactory, well made, and with good support from the makers. They give buyers a phone number for support seven days a week, should it be needed. The website is <https://www.ozefridge.com/> If you need any more information, please feel free to drop me a line.

—Paul Larter, *Naia*, #165, Sydney Australia

Sequel Improvements

I took some photos of some 'improvements' I have done on *Sequel*, a 1997 MK1. First of all, I had a pair of very sturdy grab rails made for each helm. These have eliminated the urge for people to grab the wheel while moving around the cockpit and are a handy location for drink holders.

I had the stainless pushpit rails extended to the aft gate stanchions.

They are great for entering and exiting the boat and significantly stiffened the whole assembly.

I also had stainless rub strakes (caps) made for the deck at the transom just outboard of the aft cleats. These eliminate the wearing of the gel coat at these positions. I found that the wear was significant in this area and was in need of an expensive repair, again. Bonding

these caps on with 5200 solved both issues, the cost of repair and the continued chafing. I am surprised that these boats do not have chocks in the rail for mooring lines from the factory. These changes were made for a mere \$800 Canadian and have made a big difference to *Sequel*.

—Doug Burr, *Sequel* #104

These changes were made for a mere \$800 Canadian and have made a big difference to *Sequel*.



Grab Rails



Pushpit Railings



Rub Strake

Rudder Replacement



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer

It's something none of us want to do, but once bent the rudder can't be safely straightened and must be replaced. I bent mine in Annette Inlet in beautiful British Columbia, stupid mistake – which I won't go into here. Unlike most I bent mine forward slightly. It

made it very difficult to turn the rudder into or past the neutral point (straight ahead). Stu Jackson (of C34 fame) buddy boating me to Gange. Docking was stressful and one of the hardest I've done despite having no wind or current. We found a diver to check things out. He confirmed the bend and no obvious structural damage. The diver also filed the top leading edge of the rudder so it had free movement throughout its range. I decided to cut the trip short and headed back to Everett the next day. Things went smoothly until I hit the north end of Camano Island, where the mixing elbow blew a hole and filled the cabin with smoke and sprayed salt water over the engine and electrical junctions. After stemming most of the water flow I continued on 3 hours more to Everett and tied up Mahalo in her slip. Over winter the exhaust was replaced with a shinny new one from Catalina Direct and I started looking at rudder replacements. There are two manufactures of C36/34 rudders, Foss Foam and Rudder Craft. I chose a Rudder Craft High Performance Rudder. It's made from High-density Polyethylene (same material as Starboard) so it won't delaminate, get wet or other common problems with fiberglass/foam rudders. It claims to have a better airfoil, to create more lift and quicker response — I'm a racer so can't validate those claims. On to rudder replacement.

The month before haul out day I started prepping for rudder replacement. I disconnected my autopilot, and started spraying the quadrant with penetrating oil. I sprayed every other day for about a week and a half. Rather than climbing in the aft lazarette, I cut a bit of the thin bulkhead between the aft cabin and the



lazarette. I had my 1/2" socket set with big breaker bar to tackle the stainless 3/8 bolts that held the quadrant half together. In my first attempt I was able to remove the first bolt, broke the head off the second. There are also smaller bolts and lock nuts on the perimeter of the quadrant, not hard to remove but hard to get to. The other two main bolts were not moving. I sprayed more penetrating oil and, bought the biggest impact wrench Harbor Freight had. This resulted in one stripped head, and one bolt free. I then spent several hours grinding the one stripped bolt head off using a 4" side grinder. Even then it required lots more penetrating oil and pounding on a drift punch to separate the two halves. I then reassembled the quadrant with the two good bolts and the center bolt in preparation to move to the lift and actual rudder replacement.

I was the last boat out on a Friday late afternoon, and they left me in the slings overnight. My good friend John Shepard and I then proceeded to remove the quadrant and rudder head. First the rudder was supported below with

some blocking and a jack. The quadrant cables removed, the three bolts holding the quadrant on (with more hammer and punch work) and finally removing the bolt that holds the head to the rudder shaft. Lowering the jack did not cause the rudder to "fall", but some easy back and forth movement it slowly lowered until it was on the pavement – John & I went home ready to hit it in the morning with the biggest job done. Working things this way saved me \$200 it otherwise would have cost to re-lift the boat to remove the rudder later.

Once the boat was blocked, we set out to sand the hull and pop the blisters in prep for new bottom paint. This is also when things started to close down for COVID. Things were on track, but one "blister" on the skeg was weeping water a lot longer than the others. A little poking with a screwdriver and I had a one inch hole into the boat. This was caused by the rudder crushing the glass on the strut just forward of the rudder. The takeaway here is that you really need to look hard for structural damage after any grounding incident.

CATALINA 36/375 INTERNATIONAL ASSOCIATION

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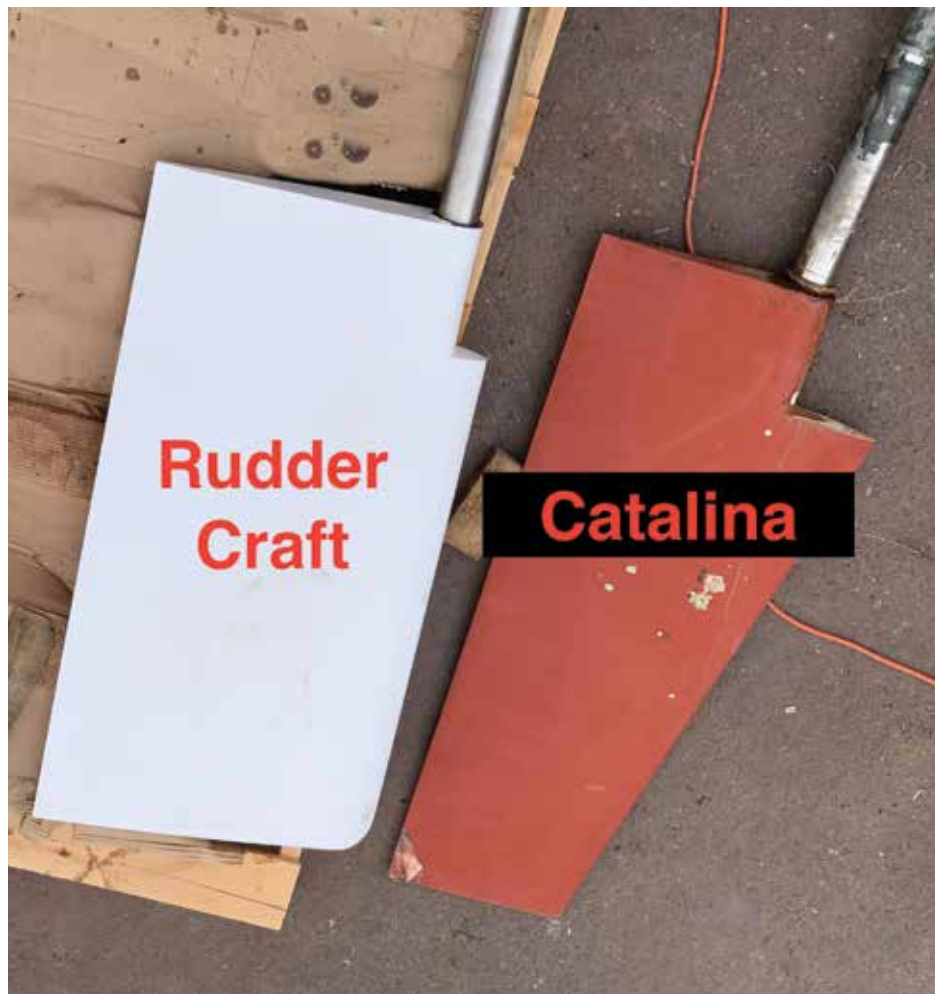
That repair is another story. With the bottom blisters repaired and the bottom repainted it was time to tackle the rudder.

During this time I took the quadrant home, removed the broken bolts. I also drilled out the threads on the back half of the quadrant, bought longer bolts and locknuts. Threading stainless bolts into 2" of solid aluminum is just asking for corrosion to weld things in place making removal impossible. Using a thru bolt will ensure the quadrant can be removed much easier in the future. I also welded up so gorges I put in the front half of the quadrant while grinding out the one bolt head.

Since I didn't know the exact length of the rudder shaft when I needed the rudder shipped, Rudder Craft left it long so I could cut it to the exact length needed. A hose clamp was fitted to the new shaft after measuring multiple times by both John & I we used a side grinder with a cutoff blade to slice the shaft to length. This took time as the shaft is 1/4" thick stainless. The hose clamp made sure we cut the end of the shaft square. With the shaft to length, I beveled the end to make fitment easier. Now for the hard part, we had three 3/8" holes to drill in the shaft for the quadrant, autopilot tiller and rudder head. Two needed to be parallel to the rudder and one for the head at 90 degrees. We went thru all 4 drill bits I'd bought for the job – either breaking them or having them get dull. All three holds required a bit of chasing to get them to get the bolts thru but only the rudder head was out of alignment – this is only cosmetic as the emergency tiller will point slightly off to Port if it is ever fitted.

Going back in the water was the same drill as coming out. They fit the slings later in the day and lifted me to get the rudder in place, we used a jack to lift it into place. There was a lot of resistance as it passed thru the stuffing box (I should have fully loosened it).

The quadrant and autopilot tiller were bolted up. I decided to replace the chain and cable on my quadrant as it was quite stressed on the trip between Annette Inlet and Ganges. The rudder was squared up, and the cable tightened. The trick to tightening (or loosening) them is to move the locking nut to



almost the end of the threaded adjuster, then add another nut and lock those two together. Using one wrench on the outer locked nut and another wrench on the adjuster nut it can be tightened without the cable twisting. When the cable is tight, and the rudder straight, just remove the nut you added and move the other nut down to the adjusting nut and tighten. I took this time to relocate the rudder angle sensor so it was on the center of the quadrant rather the side, this will improve the accuracy of that sensor.

Since I've bought Mahalo its always had a wet bilge. I suspected the anchor locker drain as the source (and it still may be). I've since installed a bilge pump counter, and it hasn't registered a single actuation other than the test actuation so, maybe that hole was previous damage and this incident made it slightly worse. BTW – in the photo with the hole in the boat, John is inside

pushing the water out of this area so we can clean and glass things.

Please, please – if you have a story on improving or maintaining your boat please let us know, I'll be happy to help write it up (5 photos max). Diversity is a great thing to help us improve.

–Leslie Troyer

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CATALINA 350 INTERNATIONAL ASSOCIATION



C350 Association
Technical Editor
Scott Monroe

George has a nice piece of the puzzle to tackling the need for power, which is an ever-present challenge for us all! I wanted to add to George's reference to amp hours on the batteries, to help illuminate a confusing subject. When manufacturers report amp hours it is usually a C20 rating (which is in hours). In other words a 100 amp hour battery will deliver 5 amps over 20 hours ($100/20 = 5$). But as

George mentions you should never go below 50% of the battery's capacity. i.e. 100 ah battery is only good for 10 hrs at 5 amps.

Everyone else, please keep those submissions coming. Your projects and experiences are benefit to all in the C350 family. —**Scott Monroe**, Southern Yankee #409, scott_monroe@verizon.net

Improving the 12 Volt System on a Catalina 350

After one year of owning my 2005 Catalina 350, I realized the 12 volt DC system left a lot to be desired. A number of issues could be made better to ensure longevity of the 4D batteries and improve safety.

Issues and Solutions

1. Arrangement of 4D battery terminals

The two 4D batteries were positioned so that the terminal ends were facing in a way that the negative terminal on battery one was next to the positive terminal on battery two. It would be very easy for a wrench or the other cable to cross to the other causing a short.

This was easily remedied by buying battery terminal covers for these two terminals.

2. Use of selector switch for setting battery one and battery two as the operating battery

With each individual battery, only 100 amp hours of the 4D battery's 200 amp hours are available because discharging a lead acid battery below 50% its state of charge is not good for its longevity.

As configured, this requires switching over batteries manually when the operating battery is 50% discharged.

Not helping is that there is no way of accurately knowing the state of charge of either of the 4D batteries. The volt meter gives some indication but is not very accurate. Also there is no way of knowing how much time is left on the operating battery as a function of the current load on it, leaving no way

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of accurately knowing when to switch to the other battery.

An important side effect of this is the ability to start the engine, since charging the correct battery is a function of the selector switch and it may not always be selected to the discharged battery.

The solution is to install a starting battery and combine the two 4D batteries in parallel yielding 400 amp hours of total capacity and 200 amp hours of operating capacity. This means longer running time for loads with no need to switch batteries and having a dedicated starting battery, starting the engine is more certain.

Lastly, a house battery monitoring capability is needed so that the house bank state of charge can be known accurately and that time remaining until charging can be calculated based on current loads.

Purchases for the Installation

A Group 27 or 31 starting battery (600 to 800 CCA) and a properly sized battery box.

Group 27 or 31 starting batteries can provide the required Cold Cranking Amps to start the Universal M35. I went with a group 31 and a plastic battery box with cover to contain it. The battery was placed under the port settee and was held in place by screws through the fiber glass side of the settee.

A battery combiner or charge following device for the starting battery.

With the alternator now charging only the house bank the addition of a charge following device is needed to charge the starting battery.

I chose a Xantrex Echo Charge because it was simple to install and did not require large cables.

The Echo Charge is connected to the house bank and the start battery and monitors the house bank voltage. When the house bank is above 13.0 volts, it will provide a charge to the starting battery. When the start battery reaches 14.4 volts, it will move to a 13.6 float charge.

The Echo Charge requires less than 50 milli-Amps in operation.

A shunt based battery monitoring system.

A shunt based battery monitoring system is the best way to monitor the health and state of charge of the house bank. I chose the Balmar SG200 because it was easy to wire and reviews gave it good marks.

The shunt (3/8 in studs), mounted in the 4D battery box, connects the negative lead of the house bank to the negative of the system, usually the engine block. The SG200 gauge connects to the shunt and monitors the amps going into and out of the house bank. It can determine the house bank's state of charge, voltage, amps going in/out and time before the bank is completely depleted.

The new 12 volt negative cable connections with the SG200 shunt are shown in the diagram below.

Wiring requirements.

A few new heavy cables were required for the installation. These were as follows:

- AWG 1/0 red wire to connect the two 4D batteries (positive to positive terminals).
- AWG 1/0 black wire to connect the starting battery to the house negative.

- AWG 4 red wire to connect the alternator to the house bank.
- AWG 1/0 black wire to connect the battery monitor shunt to the battery bank

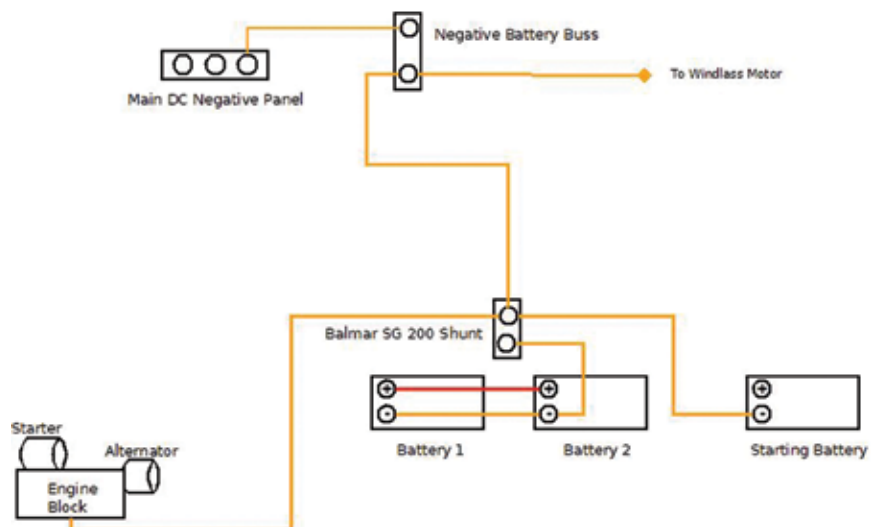
A positive cable behind the battery switch panel was manipulated to connect to the start battery and the new battery switch.

Battery selection switch

The existing Blue Seas Model 9001e (3/8" studs) battery selector switch was replaced with a Blue Seas Model 5511e (3/8" studs) e-Series Dual Circuit Plus™. This switch when turned on, connects the house battery to the house circuitry and the start battery to the engine circuitry keeping them separate. The Off/On switch still needs to be in the On position to start the engine, but when turned off, does not impact the charging of the house batteries and can still act as an emergency Off to the engine starting circuit.

The switch has a parallel mode in which the house bank and start battery can be connected in the event that the starting battery has died. Once the engine is started, the switch can be moved back to its normal position.

Negative 12 Volt Wiring Connections with Balmar SG 200



New Negative Connections

Installation of the 5511e switch was relatively easy and accomplished using the existing cables. I labeled each of the existing cables found behind the switch panel, then noted the changed position of each of the cable on the new positive connections diagram. One of the identified positive cables was taken off the 4D battery and routed to the start battery.

Outlander has a Mando 51 Amp alternator, other alternators may be configured differently so check how it is wired, especially the B+ and sense studs. *See the safety warnings at the article end.*

A new cable was installed from the alternator B+ output to a positive terminal on the house bank. The red AWG 10 wire from the alternator B+ going to the starting solenoid is not needed. It was cut and isolated with electrical tape. The wire from the sense stud, S, to the B+ was kept in place.

The new B+ cable was lead under the floor and up through where the other cables from the engine compartment are led under the port settee. Routing the cable was easy once the floor was on the port side of the salon was removed exposing two access ports. Remove the table supports and this will allow the floor to be raised.



The SG200 shunt is in the back between the two hold down bars. Note battery terminal caps.

A 1" hole in the top of the battery compartment's wall is used to lead the cable into the battery compartment.

I used a AWG 4 cable which is over sized for the existing 51 amp alternator but will work should I install a 70 amp alternator with external voltage regulator at a later date.

After working on the positive cables, the simple changes to the negative cables can be done.

After placement of the SG200 shunt in the battery box, configuring the cables for the start battery and the SG200 shunt was easy. A 1" hole was drilled in the top of the battery box wall separating the battery compartment from the area under the port settee for



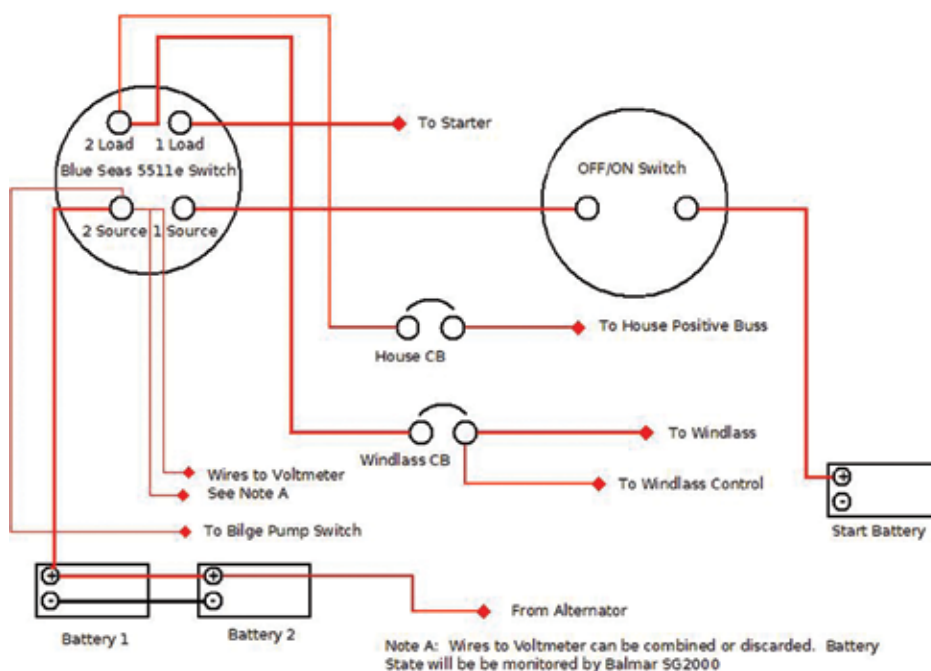
Start battery with Echo Charge is in the upper left.

leading the start battery negative cable to the shunt.

The SG200 gauge was located in the panel above the circuit panel.

Upgrading the existing battery installation is relatively easy and cost \$600 including the SG200, the new battery switch, the Echo Charge, start battery and battery box. I had the AWG 1/0 and AWG 4 cables made up for me accounting for \$80 of the total cost. Measure the battery studs so that you

Changed Positive Switch Connections Using Blue Seas 5511e Switch



New Positive Connections



The SG200 was placed above the switch panel and utilized an existing cut out in the top back of the panel.

CATALINA 350 INTERNATIONAL ASSOCIATION

(continued from previous page)

provide the correct cable ring on the battery.

It is very important that you adhere to the following safety rules. —**George A. Thor**, s/v *Outlander* #366, Sodus Bay, NY

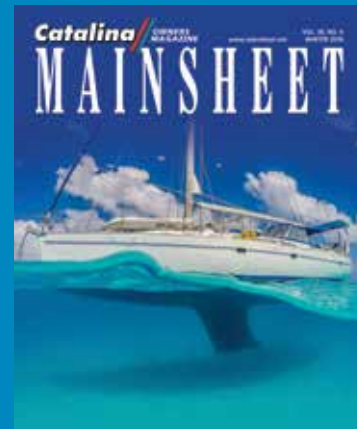
- Do not attempt any of this work without removing ALL connections at the 4D batteries!
- Make the alternator B+ connection first before connecting to the house bank!
- Check your wiring twice and make sure you are wired correctly!
- Make all positive cable connections and then all negative cable connections before the final negative connection from the house bank to the SG200 shunt!

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Replacement and Re-wiring of Engine Instruments



C34 Association
Technical Editor
John M Nixon

C34 Associate
Technical Editor
Ron Hill

Special thanks to Graham Dodd for submitting this article. —**John M Nixon**, c34hull728@gmail.com

C34 Tech Article Replacement and Re-wiring of Engine Instruments

I am the proud owner of Smooth Jazz, my C34 MkII which is kept at Emsworth in Chichester Harbour on the South Coast of the UK.

When trying to re-calibrate the tachometer, I found that the calibration screw was inoperable and thus required a replacement unit. I was unable to find a direct replacement for the original Teleflex unit that has bolt-stud connections. All I could find were gauges with plug connections. So, I bought a KUS tachometer and started replacing the original Teleflex gauges. Whilst having the engine panel off, I noticed that another dial light fitting was broken and needed replacing, so to cut a long story short, I decided to replace everything on the engine instrument panel as well as the ignition switch, as all were the original 23-years old.

This is the rear of the original Teleflex tachometer with bolt-stud connections.



Original Teleflex Tach.



New KUS Tach.

This is what the panel looked like after installing the new KUS tachometer.

Listed below are all the parts that were needed for a complete replacement of everything, in the hope that anybody wanting to do something similar will not have to spend hours trying to identify and source the correct specifications parts: [Tech Ed comment: KUS gauges are available in the US through www.kus-usa.com.]

- a) 1 x KUS Tachometer 4000 RPM ALT 12/24 volt 85mm diameter.
- b) 1 x KUS Water Temp Gauge 120c 12/24 volt 52mm diameter.
- c) 1 x KUS Volt meter 8-16 volt 52mm diameter.
- d) 1 x KUS Fuel level gauge 240 / 33 ohm 52mm.
- e) 4 x KUS Connector blocks.
- f) 1 x Red illuminated On-Off rectangular rocker switch 12 volt.
- g) 1 x rocker switch waterproof silicone cover – for (f) above.

- h) 1x Piezo buzzer pulse continuous 95 dB 12 / 24 volt.
- i) 1 x 50 amp momentary switch push button waterproof heavy duty starter ignition switch boot On-Off SPST 12v.
- j) 1 x 10 Amp AC / DC circuit breaker with waterproof silicone cover.
- k) 2 x 100 mm red LED lamp indicator light 12 volt.
- l) 1 x key ignition switch.
- m) 2 x Bus bar 150 amp 6 x M4 terminals and 2 x M6 with plastic covers.

Using these gauges meant that I could use the existing original senders. It is however, worth mentioning to fellow Europeans (can I still use this word after Brexit?) that it is worth checking on the sender for your fuel-level gauge. If you have strict European specification senders, these will operate on 0 – 190 ohms, so you will need a compatible fuel level gauge, which is

CATALINA 34/355 INTERNATIONAL ASSOCIATION

(continued from previous page)



New KUS Gauges and All New Parts.



easy to source in Europe. US specifications are as per (d) above and are more difficult to obtain in Europe, but come standard on most US manufactured boats.

The only thing that was additional to the original Catalina specifications were the bus-bars which I glued with Gorilla Glue on to the rear of the engine instru-

ment panel. Using bus-bars for the Positive and Ground connections meant that the wiring was simplified and a tidier. I used ring and spade crimps for all connections.

The exercise of replacement was a lot easier than I expected and everything is working just fine. The end result: The new gauges looked so good that I

just had to replace my old Raymarine ST60 Wind & Tri-data instruments with i70s Multi-Function Displays. Now all I have to do is wait for COVID to pass, pray for some good weather, and get Smooth Jazz down to Southern Brittany in France this summer; fingers crossed.

—Graham Dodd, Smooth Jazz, Hull 1376

CATALINA 320 INTERNATIONAL ASSOCIATION

Windlass Install • Back Therapy for the Aging Sailor



C320 Association
Technical Editor
Jason Reynolds

Special thanks to Mark Cole for submitting this article. —**Jason Reynolds**, jereyns@hotmail.com

Our Catalina 320s have an ample chain locker accessed by a large hatch at the bow, complete with a molded-in space for a windlass and foot switch. Unfortunately, the original owner of the boat was a racer and chose not to include the optional horizontal windlass when he bought the boat. After my first season of cruising Fiddler's Green and pulling the anchor by hand, an electric windlass moved WAY up the project list.

With so many C320s on the water, our user's group is very active and members have first hand experience with any project an owner might contemplate. I posted a question about the factory-installed windlass and found out that 1) The original unit is no longer made, and 2) If I found an old unit somewhere, parts are no longer available! So much for that option. Time to research new units.

The factory-installed windlass mounts inside the chain locker with no part sticking above deck. I needed to stay with this configuration as the hatch covering the chain locker is too thin to support the working loads of a windlass and if I installed the unit behind the aft edge of the chain locker hatch, it would stick down into the V berth and

I wanted to avoid that. I had a choice of either vertical or horizontal models, based on the orientation of the drive shaft of the motor. I wanted to work within the existing molded shape of the chain locker and a horizontal windlass would have been too wide to fit where I needed it to, so I focused on vertical models.

A major consideration with a vertical windlass is the available "fall" an anchor locker affords - the distance from the bottom of the windlass to the top of the pile of anchor rode. The model I ended up using required 8" "unobstructed fall from the lowest part of the windlass". I had plenty of room in my anchor locker.

The next step was figuring out what size windlass I needed and this

is determined by the working load the windlass will be asked to handle. Formulas I found said to add the weight of your rode and anchor and multiply by 6. I planned to use 250' of new 1/2" rope (at .25 pounds per foot), 60 feet of new 1/4" HT chain (at .75 lb/ft) and stay with my trusty 37 pound CQR anchor. I figured that with 310 feet of rode, I wouldn't anchor in more than 60 feet of water, so the windlass would be making a dead lift of a maximum 82 pounds (all chain + anchor), so my working load would be 492 pounds. Say 500 pounds.

Since I wanted to use a combination rope/chain rode, I needed a windlass with a gypsy that would handle both. So; a vertical windlass with a working load rating of over 500 pounds and a combination gypsy. Time to break out the credit card. Based partly on a recommendation from a marine mechanic friend, I ended up the Maxwell RC6. It has a combination rope/chain gypsy and a working load of 770 pounds.

Choosing a windlass with a working load rating so close to the actual load of anchor and chain I will be lifting dictates that I adhere to one of the basic fundamentals of weighing anchor - use the boat's motor to move towards the anchor, don't pull the boat forward with the windlass. My wife and I have worked out basic hand signals to make this easy even when a wind makes talking difficult.

On to installation. The most complex part of the installation was going to be seating the windlass inside the chain locker on a platform strong enough to resist the forces generated by breaking

the anchor free and lifting it. I designed a wood shelf for the windlass to sit on and two stainless steel brackets that bolted to the back of the chain locker to support the shelf. A flat bar across the front of the shelf that bolts to the brackets should keep the wood from splitting when the windlass was under load.

Nothing on a boat is square or plumb, so I made a template of the space where the wood shelf would fit. I measured the angles and marked them right on the template. Using the template in my shop made quick work of milling the basic shelf. The windlass included a template for cutting the holes necessary for the motor and the chain to pass through, so that allowed me to position these crucial holes on the shelf. The only thing I didn't like about using wood for the shelf was the likelihood of chafe from the chain rattling down through the shelf, into the chain locker. I found a galvanized metal collar intended for use on a mooring buoy that fit the chain drop hole perfectly, so that problem was solved.

I'm very comfortable with wood-working, but not so much with metal fabrication. Fortunately, I have a friend that has all the metalworking tools we needed to make my brackets in his home shop. He even showed me how to weld stainless steel. The brackets I brought home were pretty rough looking, but would be strong enough to do the job. Once the installation is complete, you will only see them if you fall head first into the chain locker... I found a piece of stainless at a local metal recycler for \$15 and spent 4 hours in Pat's shop

plus a little clean-up at home and the brackets were ready.

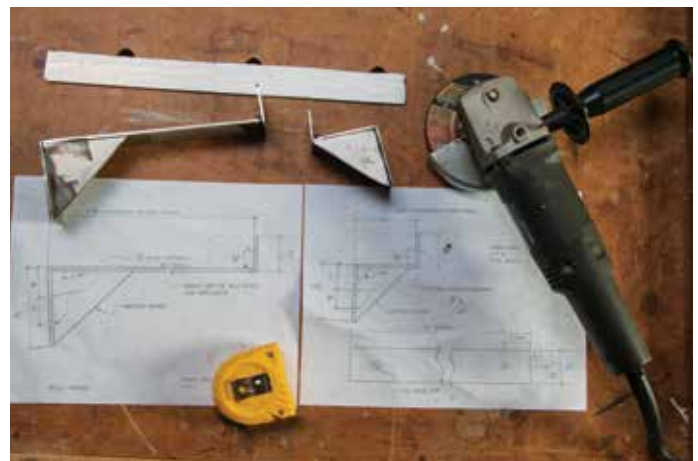
Removing a decorative plywood panel in the V berth that was screwed to the back side of the deck liner, I cut two square holes into the space behind the chain locker. This gave me easy access to the back side of the bolt holes for the brackets, allowing me to fit backing plates before tightening down the nuts. It was an easy run to get the power cables up to this space and locate the solenoid and all other wiring connections inside a watertight area.

Wiring was very straight forward and consisted of running positive and negative cable from buss bars at my house battery bank to a solenoid inches below the foot switch. A 70 amp breaker came with the windlass for wiring into the positive power lead, close to the battery bank. The wiring diagram in the installation manual showed the full meal deal wired to the solenoid; foot switches for both up and down plus a remote panel to control the windlass. I only wanted to install one foot switch to raise the anchor and use the windlass brake and included Allen wrench to lower the anchor. I think someone should always be on the bow during anchoring, so the remote panel didn't get used in my installation. The cable run from battery bank to windlass motor and back was 27 feet and a cable size selection chart in the manual recommended 6AWG wire and it turned out that I had just enough new wire in my shop from a mis-planned battery installation project, so that helped keep the costs down.

Now came the easy part. Bolting the windlass to the shelf and connecting



Making the template for the windlass support shelf. I used 1/8" MDF and a hot melt glue gun to determine the shape of the shelf.



Rough plans for the brackets and the actual brackets after the first bit of clean-up.

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(continued from previous page)



Underside of the shelf with the brackets in place. The small rectangular plates are the backing plates for each bracket.



Decorative plywood panel removed and two access holes cut in the hull liner. You can see the top of the solenoid and one of the backing plates in the right hole.



The shelf in place. Note the galvanized collar in the chain drop hole, the PVC holder for the windlass break Allen wrench to the left of the shelf and the raised floor in the bottom to the chain locker to keep the rode out of any water in the locker.

the cables to the windlass took just a few minutes. I added a Lewmar chain tensioner (\$43 at West Marine) to the right of the windlass to take the strain of the chain and anchor off of the gypsy. I use the large cleats on either side of the bow to attach an anchor bridle to take the strain when the anchor is set.

There was one more new skill to learn with this project. I've done lots of splicing in both three strand and double braid ropes before, but Maxwell recommended 8-plait rope to work best with the gypsy and it needed to be spliced to my 1/4" chain to be able to run through the gypsy, so I got to learn to splice 8-plait to chain. I used New England Ropes 1/2" 8-plait and they had a PDF on their site showing how to splice to chain. I used paint pens to mark the rope every 25' after the chain, and loaded it all into the anchor locker.

On the first test, I noticed that the windlass and shelf bounced a little more than I liked while raising the anchor. Now that I was getting comfortable with metalworking, I made a simple 90° bracket to attach above the shelf at the aft end. Problem solved, and my back feels better already.

—Mark Cole, Fiddler's Green, #8



Completed install with rode in place and chain tensioner installed. The bracket to the right of the windlass was added to stop the "bounce" during retrieval.

Taking Care of Those Blisters: The Easier Way



C30/309
Association
Technical Editor
Michael Dupin

Special thanks to Bob Hamilton for submitting this article. —**Michael Dupin**, dupin.catalina30@yahoo.com

A Known Issue

I own a 1981 Catalina 30, hull #2267, named Chocolate Chip.

I bought the boat in the middle of June 2017 and sailed/motored it from Annapolis to its new slip in Pasadena MD about a month later. The boat had a new coat of anti-foul and for the last 3 years it was in the water, it did a decent job of keeping the bottom clean from algae and barnacles. Towards the end of summer 2020 until I pulled the boat in early fall, I saw a significant increase in growth. I decided that over the winter I would have the bottom cleaned to the gel coat, make any needed repairs and paint the bottom with a good layer of epoxy barrier coat before adding the anti-foul.



Based on a prior experience, I had the bottom soda/glass blasted to the gel coat shortly after pulling the boat in September. Do yourself a favor, hire someone to do this. For my boat it was just over a grand. But worth every penny. They did in 4 hours what would have taken me a month or more of hard, nasty labor. But true to form, even with this head start I procrastinated until the new year and warmer weather to start on repairs. I had noticed blisters when I bought the boat, so it was no surprise when I counted 50 or so blisters now. Each water blister showed as a small bump in the hull.



New Technique to Save Time

I calculated it would take at least a half hour to an hour to fix each blister using the traditional grind and glass method. So I developed a technique that greatly sped up the work to about 5-10 minutes a blister. I looked online and bought two rasp ball grinding bits (\$25 on Amazon.com) that could be used with my cordless drill. I started by drilling a 1/4" hole, careful not to drill all the way through the hull. Luckily, the inside layer is almost all resin and naturally stops the initial progress of the drill bit. Stinky water would come out in almost every case. Depending on the consistency of the water-soaked fiberglass I would either choose to grind it with the rasp ball, or simply hit it with a heat gun to extract the water from the drilled hole.

It is important to note that the correct tools made this work a breeze. It only took a few seconds to grind the surrounding area with the rasp ball. And the heat gun would not only steam out the water, but once the water was gone, it would slightly melt the resin which would shrink whatever blister bump was left and seal the fiberglass. This worked great and I couldn't have been happier with the results.

I then filled the holes with Total Boat fairing compound. I really like this stuff. It is relatively easy to mix and apply and it is fairly easy to sand with an orbital sander. It adheres well, seems slightly flexible after curing and should provide a permanent repair. Generally, a hole required just one application. Only the larger blister repairs would need a second coat.



Additional Gear

I can't stress enough the importance of "Be Prepared". The Boy Scout motto really applies when working on a boat. Otherwise you will spend the day adding to your sailor vocabulary! Be organized and know where everything is. I have wasted endless hours not adhering to this simple guideline.

Most of the tools you will need seem obvious. Bring multiple sanders. Although my orbital sander was used 90% of the time, I have two of them. I mainly used 80 grit sandpaper with my orbital sander. This was my go-to sandpaper. I used 180 grit for finish sanding. I also used a belt sander to get the heavy work done, like when sanding the keel. But it works almost too fast. So be careful using tools like this.

As I had to repair the Catalina "smile" where the keel flexed and cracked the joint between the lead fin and the fiberglass bottom of the boat, I also brought a chisel and hammer and various grinding bits. I did my best to remove anything that was loose. A small flat file was also handy to hit the areas that were hard to reach. Like around the

CATALINA 30/309 INTERNATIONAL ASSOCIATION

(continued from previous page)

rudder which I did not remove.

Bring some safety gear. I did not get far with the sander before I realized I needed a mask, some gloves and ear protection. You will also be sore from holding that sander in every position possible. I used an aspirator mask that covered my nose and mouth, but have since ordered a full face aspirator mask. Was hard to not get dust and vapor fumes in my eyes.

Other tools include those used with the fairing compound and paint. Plenty of stir sticks and a mixer that fits on your cordless drill are critical to getting two part paint adequately mixed. I also had a variety of putty knives and plastic spatulas for spreading the fairing compound.

Two of the most used “extras” was a folding work table and chair. I also had a foam mat to sit and lay on when I worked near the ground. Without a table, you are working off the ground. Try mixing paint and compounds without a table. That little 10 or so pound table was worth its weight in gold.

Raising The Line

The work is not hard. But it is tedious and when you estimate time, multiple that value by four. It basically took 4 times as much time as I initially figured. I then prepared the boat for painting. I wanted to raise the water line to extend the protection of the barrier coat and anti-foul. I tried using wide painters’ tape from the top of the existing waterline stripe. That was next to impossible. Keeping a straight line with wide tape can’t be done, and a one inch tape would have to be laid mid

stripe. I ended up using a draftsman compass to draw the new water line and used that line to lay my 1 inch tape. Worked like a champ. I covered the top of the 1 inch tape with wider tape so I would not make a mess of my hull... Or let’s say, not as much of a mess!

Tips and Tricks

When it comes to painting any barrier coat or other epoxy paint, listen closely. Most paint makers provide room in the can to mix them together in the larger of the two cans. Don’t think



for a second you are going to be able to accurately mix this thick stuff together using mixing cups or scales. More sailor words as the epoxy immediately melted my mixing cup and I realized the futility of this effort. Buy the size you will need at the time and use it all. I went ahead and mixed up the entire gallon of Total Protect for my first coat and was able to cover the entire bottom of the 30-foot boat.

Some additional painting hints. Stirring any epoxy-based paint thoroughly is critical. Use a mixer with your cordless drill to do this quickly. Then use a wooden stir stick to get the bottom and sides of the can. Not to be repetitive, but be prepared. Have everything ready and make sure nothing is in your way. After my initial gallon coating of the bottom, I bought a quart kit of barrier coat and another gallon kit. If the paint dries, remember you will need to sand and prep the surface before painting the next coat. I used the quart kit with a small roller and some paint brushes to hit the hard to reach areas around the rudder and boat stands

and of course the water line where I wanted extra protection. I had enough left over to paint a good portion of the keel as well. The last gallon kit was used to paint and repaint the entire hull until the paint was gone. Having some proper epoxy thinner is handy if you are slow and single handed. The epoxy will thicken a bit before you are done with the can. I used the thicker paint to hit the bottom of the keel where I could. Also don't forget the boat stands. You will need to cover those spots with your paint allocation. Plan accordingly.

"Perfection" to Start, a Well-Deserved "Good Enough and Happy" at The End

Will also mention that after the first coat of paint, I found more blisters. Like 30 more! And more rough spots and imperfections. They stuck out like a sore thumb after that first coat of paint. I fixed what I saw, but this cost me two more days of work. Keep in mind this is the bottom of the boat. Nobody is going to see this except divers and passing fish. Assure the integrity of the hull bottom,

but no need to be a perfectionist. Everyone starts out as a perfectionist and ends up with "good enough".

As for finishing up, I still need to add my anti-foul, but seeing the bottom with that fresh layer of barrier coat put a big smile on my face. Knowing that the bottom will have that little extra protection is a point of pride. I bet I spent a half hour admiring my handy work. But time sits still for no one. I have that anti-foul to finish and then buffing and polishing of the hull above the water line. And oh yes, I need to double check those through hulls. Perhaps by summer I will be in the water! LOL

About the Author: Bob Hamilton owns *Chocolate Chip*, a Catalina 30 from 1981 (#2267) he purchased 3 years ago. He sails the Chesapeake Bay predominately around the waters of Baltimore and Annapolis with friends and family. One day, Bob would like to include coastal cruising up and down the eastern seaboard. He enjoys travel and restoring vintage boats and motorcycles when not sailing.

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CATALINA 28 INTERNATIONAL ASSOCIATION

To Obie or Not to Obie, That is the Question!

C28 Association
Technical Editor
Ken Cox

In recent weeks we have had an ongoing discussion regarding the Sherwood pump.

Most of which was very negative. Having a Sherwood since 93 with zero issues this caught me most off guard. After a brief query of questions, it seemed, that most having issues were in salt water. Having previously had an Obie that was continually problematic from the day I owned it this further confused me somewhat. The Sherwood's have always had a reputation to some that the impeller was difficult to change and in the later models more so than in the earlier ones. In the early Obie's they had small brass cover screws and I have had several break the heads off as well as strip so they were far from my favorite. In viewing some of the more recent model Obie's they do seem to have better addressed this issue with

a more robust set of screws but still smaller than the Sherwood.

Even the earlier Obie's I felt were well made in their basic casting and the newer one's equally so to slightly more robust especially in the cover screws. They do still seem less robust than the Sherwood's I feel. I also feel the impeller is more robust on the Sherwood than the six fingered impellers of the Obie but several that have installed the newer version of the Obie and state that the water flow seems higher than the Sherwood which can be good up to a point.

So, it would seem very prudent for those of you with Sherwood pumps in salt water to use a little extra care in winter layup perhaps removing the impellers for the winter after a good anti-freeze flush and inspecting the shaft near the seals and ensuring the removal of any and all crystalline build up that appears to be damaging both the shafts and seals.

I would also say that if you do decide to replace the pump with a different brand that you do consult the manufacturer for your specific model engine to insure it will work.

On our website several site their engine, what the changed with and gave part number and supplier information and I would encourage you to visit it if this is a consideration you are about to undertake. Other modes of Catalina have done the same thing and traveled the same path. We have reference to both other Catalina sites and what they have encountered as well as some YouTube video references, I would try to relist all that there is but again they are in our files for reference. There is not charge for using our website or it's archives.

I would also say that fall layup is a good time to give an extensive inspection to your cooling system, both sides, both the open and closed sides of them. They are different but have

Companionway Doors

for all models of Catalina Boats



Catalina 310, 2002



Catalina 42, 2004



Catalina 34, 2005



Catalina 34, 1987



Catalina 30, 1978



Catalina 380, 2001



Catalina 36, 2001



Catalina 350, 2008



Catalina 28, 1995



Catalina 375, 2003



Catalina 400, 2010



Catalina 42, 1991

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to work in unison to insure proper function.

Once on a charter boat shortly after leaving a dock with in a few minutes I got an overheat alarm, of course all charter boats are thoroughly checked out after every charter, right? Long story short, I looked over the transom and saw a great water flow, I shut the engine down, double checked the strainer and flows. The coolant recovery tank was at it's proper level and I suspected the thermostat as bad, to my surprise when I took the cap off the recovery tank stayed full but the engine was dry, totally dry.

So as I have said many times before when you have an issue, think systems, the entire system and with the cooling system you have two systems to check out so use a systematic method of going through each. Once you have checked the obvious it's time to take a look at the entire system.

With the open system start at one end and go to the other end. Make sure you're getting water into the boat, thru hulls can become clogged with grass, barnacles, or for us fresh water people now zebra mussels, check the strainer as well for both obstructions as well as a possible air lock, make sure your getting a free flow to the pump, the impeller is in good shape and does not have an excessive amount of blade flex or set from age. You could even go as far as to remove the outlet hose of the HX and insure a good amount of flow and that this is also getting to the elbow to the exhaust. And finally is it getting through the muffler and out of the boat? You still may have some restriction at the elbow or scaling in the HX but that would be my final checks if all else fails to reveal something.

With the closed system this can be a bit more subtle to inspect since results are not quite so obvious and more hidden. Is the recovery tank full or empty? Just because it is full does not mean that the radiator cap is letting it in when the engine cools, I would pinch the hose and take the cap off to see if the engine is full. Top it off if it is not and see if the water seems to circulate, you can also open the petcock near the water heater to check for an air lock. If you have a thermal temp gun you can take the temp on both sides of the thermostat and see if there is a large differential in temperature, if so you

With the closed system this can be a bit more subtle to inspect since results are not quite so obvious and more hidden.

have a bad thermostat. You can also use a thermal gun to measure the input and output temp at the HX, if the temp goes into the HX at say 195 and comes out at 190 your not getting much change and the HX may have restrictions in some or most of the coils or it could even have a scale build up that is not letting the temperature exchange and cool down.

While the boat is out of the water for lay up this is a good time to exercise all thru hulls as well as lubricate them. Also take a good look at the intake, a really good look at the intake and remove any and all debris of any type or origin.

Closed systems if the coolant seems different than the bright color of a good anti-freeze which ever you use, this could be a good time to do a flush of the system, fill with water, run a bit (with an engine cup) and check again. If it is still dirty maybe do it again, get a good clean system and fill with new coolant after a complete drain of the system.

Once you start filling it with it running when it is nearing full, go and bleed the valve near the water heater. Once you are sure it is as full as you can get it, put the cap on and shut the engine off, top off the overflow reservoir with 50/50 coolant and you should be good to go.

I do one other think on the off years that I don't flush I put a partial bottle of anti-rust and water pump lube into the system. This refreshes the chemicals, keeps a proper Ph level and keeps the pump lubricated and the seals fresh.

That's about all the space I have for this issue but, I would say there is way more information regarding the pumps on our website, that's catalina28@groups.io there is no charge for visiting or joining as well as there is some cross model information that is relevant to other Catalina's as well. May we all learn from each other.

That's it for this issue, fix it fast and sail it faster. **-Ken Cox, Acadia, #317,** 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

byrontobin600@hotmail.com

#1, Santa Monica Bay, CA
smwyc06@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
byrontobin600@hotmail.com

#14, Low Country (S. Carolina)
byrontobin600@hotmail.com

#15, Lake Texoma
byrontobin600@hotmail.com

#16, Texas Coast
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#17, The Netherlands
e.scheffelaar@marineobjects.nl

NEW FLEET – Lake Huron / Cheboygan, MI
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:

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#2 Marina Del Ray, CA
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#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.fleet10.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.saillisca.com

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czamites@aol.com

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www.catfleet21.org

#22 Puget Sound, WA
www.capsfleet1.com

#24 San Pedro, CA
jerinbill@roadrunner.com

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512.835.8680

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(no contact)

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www.locacac

#29 Chelsea on Hudson, NY
salcerniglia@optonline.net

#30 Hampton Roads, VA
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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://2011ic30anationalregatta.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.

CATALINA 470 NATIONAL ASSOCIATION

Hardware Happenings



C470 Association
Commodore
Bill Martinelli

I recently upgraded some of the electronics on *Voyager* C470-11. *Voyager* is a 1999 model that I acquired in the fall of 2000 as a second owner. I discovered that buying a second-hand boat was a good way to go, as

a number of things had been fixed or upgraded by the previous owner. Being an early hull number meant that some things that later hull numbers received as standard equipment, were inspired by items added by a P.O.

Catalina pays attention to owners' customizations and made some helpful changes to later C470s. In C470 brochure photos you'll notice no grab rails over the compasses at each helm. I believe that idea came from my boat as this was the previous owner's fourth Catalina and knew what he wanted to add to feel safer when moving around on the boat. I believe the handhold at the forward end of the cockpit table was another one of these items.

Getting back to the electronics, when I bought the boat it had a monochromatic radar display and separate chart plotter. To say screen rewrites of the chart plotter were slow is a kindness, they were glacial. I replaced those with Raymarine's E120 MFD and radar in 2008. Last fall the E120 displayed the kiss of death black screen, so it needed a new home on eBay. There are folks who will repair the screen with LED lighting so it was purchased by someone who wanted to try that. I had to replace the radar because while it was still working perfectly, the new MFD (multifunction display) would not talk to it. Sold the radar to a repair shop so they could have a replacement unit on hand.

OK! Enough already, what did I replace it with? I replaced it with a Raymarine Axiom Pro 12 and a Quantum II radar. I had my E120 MFD mounted in a Navpod in the cockpit, which meant that I needed a bit of modification because the E120 has a larger bolt pattern than the Axiom. Looking at a number of price lists from different vendors online, I found that Raymarine



"Viva Mexico!" Photo by Julie Olson

makes a black powder coated aluminum adapter plate for all of \$60. That was a no brainer - give me one of those. And also bought the Seatalk to Seatalk NG converter. This converter adapted all my existing Raymarine Seatalk instruments to the Axiom, cool! While this all should just go together by hooking up the correct wires, and it ultimately did, but not after a lot of swearing. The major issue was that I elected to NOT purchase and install the data cable for the radar. The Quantum II has Wi-Fi built-in, which is designed to talk to the MFD. Except for ourselves as we discovered in a marina that is very crowded with Wi-Fi connections. Once we departed the marina the devices were communicating perfectly.

Over the years I have replaced my Raymarine ST80 instruments with

ST60s and new transducers. Also have updated the wind anemometer - the old one *always* said the wind was in front of the boat. Replaced the original autopilot with a newer one as Raymarine no longer repaired the old one.

For other electronics, I cannot remember how many stereos I have gone through. Now I just buy cheap ones at the local AutoZone here in Mexico. There's no need for marinized stereos, I have never had one fail because of moisture - they just fail. All I care about on the new ones is that they have Bluetooth capability. We feed music to them from our tablets and smartphones, our current favorite APP is YouTube Premium Music (it can be downloaded for playback without an internet connection - perfect for off-grid cruising).

CATALINA 470 NATIONAL ASSOCIATION

(continued from previous page)

When we drive home in the summer we feed the car stereo the same way; more than half our drive up and down the Californias is without cell coverage. We had satellite radio for a long time but it was double the cost and did not have the ability to choose our own playlists or “shuffle all.”

Over the years, I’ve added two AC/heat (reverse cycle) units, a 7.6 kw generator, a 12v watermaker, a cloud cabinet over the galley sink, a storage unit under the nav station seat (yes the early hulls did not have this) and access to storage areas Catalina didn’t think of.

Replacements and repairs over 20 years have been to: windlass gear box, windlass motor, winch motor, two refrigerator compressors and evaporators (yes, some early hulls have two – one for each cold box), water heater, bilge pumps, two heads, and more fresh water pumps than I can count.

This spring before sailing north from La Paz I had the mechanic I trust (and will let me work with him) to do some maintenance. At 3,700 hours, we serviced the heat exchanger (first time done, it was clean) adjusted the valves (hardly needed adjustment), had the injectors serviced (needed two new nozzles/tips). Then we pressure tested the engine coolant system (fixed two minor leaks, replaced radiator cap). While working on all this stuff we found the stainless steel exhaust overboard elbow had corroded enough at one point to be getting the fiberglass wrapping wet with sea water. So we removed it and sent to a man who used to work at the local Pepsi plant maintaining their production stainless steel piping and he rebuilt the exhaust for us.

Once we leave the marina in LaPaz and go up into the Sea of Cortez, we routinely stay on anchor for three to

four months at different locales. I don’t want to have cut our time short while out cruising by some failure of something. So, I keep numerous spares and in some cases spares for those spares. If we cannot replace or repair something, we develop a work-around so we can keep doing what we want to do and not be inconvenienced. Right now we’ve been away from La Paz for a bit over two months and have not needed to repair or replace anything, it’s getting a bit scary.

–Bill Martinelli

CORRECTION! Our apologies for a misprint in the last issue for the feature: Refurbishing our Dream Boat. Article authors are: Joane Leblanc & André St-Denis and photos by: Joane Leblanc & Michèle Leblanc

CATALINA 400/445 INTERNATIONAL ASSOCIATION

A Plug for Mainsheet



C400/445
Association Editor
Martha Bliss



C400/445
Association Editor
Dan Bliss

We’ve owned our Catalina 400, Brunelle, for 20 years now. Over the years we have enjoyed the boat and the cruising we’ve done tremendously, and we have enjoyed the camaraderie as much, if not more. We have attended four East Coast Catalina Rendezvous, enjoyed the discussions with other Catalina 400 owners as members of The Catalina 400 International Association (now the Catalina 400/445 International Association - see catalina400-445.org - and soon to be the Catalina 400, 42, 425, and 445 International Association), and the gatherings and cruises we’ve had with fellow Catalina owners as members

of the Chesapeake Catalina Yacht Club (see sailccyc.org).

In the last couple of years Martha and I have slowed down a bit and, of course, the Covid 19 Pandemic last year didn’t help much.

We have always looked forward to receiving the Catalina Owners Magazine, *Mainsheet*. We’ve even written a few articles for it over the years. As we were fortunate enough to take five trips south from the Chesapeake to Florida (and over to the Bahamas on four of those trips) we asked that our *Mainsheet* be emailed to us. I have the last several years of *Mainsheet* in PDF form in my computer.

We have been disappointed at how the content of the *Mainsheet* has decreased in the last few years. As we have been involved over the last several months with the discussions about combining our C400/445 Association with the C42/425 Association, we’ve learned that there are other ways of communicating in this day and age. Facebook and groups.io are a couple of them. At

my age I am not keeping up with these newer approaches very well.

I have finally joined our C400 group to discuss Technical Issues (<https://catalina400-445.groups.io/g/C400>). Our C400 *Mainsheet* Technical Editor has been very involved in those discussions and has done a good job of working with those contributing to discussions by asking them to write an article for the Tech Notes in *Mainsheet*. They have responded well to him.

If every member involved in these groups, whether they be Technical or Sailing or Cruising in nature, watched for those nuggets which might be enjoyed by a wider audience, and simply encourage the authors to write up those nuggets as an article for *Mainsheet*, our “Owners Magazine” would carry a lot more information as it did in years gone by. **–Dan Bliss**, sailbrunelle@gmail.com

CATALINA 36/375 INTERNATIONAL ASSOCIATION

Commodore Report



C36/375
Commodore
Les Troyer

We now have 900 Facebook members – quite a few posting photos from all over the world. The rate has increased since most boats are now back in the water from their winter rest (I'm writing this in June). Facebook has

siphoned off some of the technical questions from our web site, but I think this is to be expected as they discover the FB site first. The web site (Catalina36.org) still enjoys mostly technical discussions.
–Les Troyer, leslie@e-troyer.com

Most boats are now back in the water from their winter rest.

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership picked up slightly to 510 from last quarter's 500, and includes 29 C355s.

Last quarter I mentioned my new winter hobby with my model railroad. It is so much like boating in many

ways. One of the aspects of the hobby that had escaped me was DIY locomotive repair. Much like our boats, it involves understanding of mechanical and electrical systems, albeit on a much tinier scale. Two of my engines had stopped working back in 1990 when I packed it all up. With valuable assistance from the n scale forum members, I was able to access the parts diagrams of these two engines that had been built prior to 1986 – the year Aquavite was built! I have managed to get one of two the working again, and have started on the second. I also have begun to use two steam locomotives that I had purchased in Europe in the mid-90s. Breaking in new engines requires disassembly and careful lubrication, and now they are working quite well. It was the first time I'd ever run steam engines on my layout, which uses German rolling stock.

Since the weather this year has only finally begun to cooperate in mid-June, I have begun the yearly "green grunge

removal" process, and plan to head out someday soon.

Speaking of first sails of the year, Paul Jacobs (Pleiades, #1068), wrote this in May of this year on our C34 Forum. I believe it captures the essence of what sailing is about for so many of us and highlights the value of our forum and website to our members. Many thanks for this, Paul.

Today Nancy and I took Pleiades out for her first sail of the season. It was blowing 10-12 knots out of the SW at 11 am and by 2 pm it was up to 15-18 knots. We put in a first reef and sailed from Wickford (only six sailboats on moorings in the entire harbor - which in mid July will probably have in excess of 70). Initially we sailed close hauled up to the Jamestown bridge, then fell off to a broad reach hitting 6.7 knots, rounded the north end of Conanicut Island, and then sailed across the east passage of Narragansett Bay past the south end of Prudence island and over to Portsmouth. As it

had clouded over by this time and the wind was approaching 20 knots, we decided to head back to Wickford. With a thoroughly clean bottom, a first reef in the mainsail and our little 110% genoa, we were close reaching at 7.4 knots and even surfed at 7.74 knots on a small wave.

None of this is especially extraordinary - except that I am 82 and Nancy is 71 and she is recently recovered from major surgery. Just to be out sailing, with the wind in our faces, the sun on our backs (however briefly), watching gulls flying overhead while listening to that magical sound of water sizzling past the hull was utterly glorious. We are truly blessed. Thank you to all of you on this forum who contribute bits and pieces of information that help this old salt keep our beloved C34 sailing properly.

Trust you remained safe and survived the burdens of 2020, you and your families and friends remain well and are enjoying your 2021 season. And, as always, many thanks from all of us to all of you for supporting the C34IA. –Stu Jackson, #224 Aquavite

Last quarter I mentioned my new winter hobby with my model railroad. It is so much like boating in many ways. Much like our boats, it involves understanding of mechanical and electrical systems, albeit on a much tinier scale.

CATALINA 310/315 INTERNATIONAL ASSOCIATION

Port-able Biking

Sailing in the summertime! Cruising the shoreline. Sojourn to ports you've never been and exploring old ones because you can. But how to get around on land at your favorite destinations once you are safely in your slip or at anchor? For many sailors, the answer is taking along a bike or two. Bicycles are great but there is limited room on a 31 foot sailboat and the range of the bikes is limited by your time and ability or willingness to pedal long distances. Many ports are miles from those places that we want to visit after we have



C310/315
Association Editor
Gary Hattan

tied up or dropped anchor. What I've found works best for us are folding ebikes.

Electric bikes have been around for some time. Several years ago, Rebecca and I rented ebikes on a trip to Washington Island in Door County, Wisconsin.

We loved the fact that we could cover much more ground in a shorter time period with an electric pedal-assisted bicycle. But those bikes were big and heavy. Only recently have folding ebikes been popularized by mainly urban dwellers with both no room to store a bike and a need to go further than they are comfortable with on a conventional

bike. They also had to be light enough to carry up and down stairs.

It seemed a natural idea to use folding ebikes for people with boats, RVs, and airplanes. We do have a small RV in addition to the C310 so the bikes would have to work for both. There are plenty of options available and so I began the yearlong process of finding the best folding ebike for our needs. Try Googling "best folding ebikes" and you can see where I began my search. My criteria were:

1. Compact enough (after folding) to fit in the cabin
2. A range of at least 30 miles and removable battery (for recharging)
3. Sturdy enough for a 10-30 mile trip
4. At least 20 inch wheels for stability
5. Light enough to carry on and off the sailboat from a dock

While I wanted to spend as little as possible (who doesn't), we were willing to spend a little more to avoid making compromises.

We finally narrowed to selection to one bike, the Carbo. Like its name implies, the frame is made from carbon fiber. While at 28 pounds this bike is not light, it is the lightest of all of the folding ebikes that we considered, many of which are 50 pounds or more! I bought two zip up bags for storage and

transporting which makes getting them from dock to cockpit much easier. We opted for the Model X which has a belt drive (no messy chain to break) and it has one speed (great for Rebecca who hates to shift). The price for the Model X is about \$2,300 plus delivery charge. Although more than I had originally budgeted, we are both very happy with our purchase. It is super easy to operate, reasonably comfortable and goes up to 15 MPH by pedal assist or battery alone. The company is great to work with (we bought ours direct) and they respond quickly to any questions or problems.

The biggest issue right now with buying a bike of any kind is getting one in stock. Ours was in stock and still took a month to deliver! The Carbo comes to the U.S. from Canada so getting through customs can add to the wait time, if they have your model in stock. We have added a wicker basket (for her) and a rear trunk bag and handlebar bag (for me) for those shopping trips.

Last week we took a test run to Holland, Michigan and docked at the Ottawa County Marina. We biked over 20 miles around Lake Macatowa and the bikes performed flawlessly (except for a flat tire which was easily fixed). We are looking forward to our next trip and further exploration of the eastern shoreline of Lake Michigan. Happy sailing...and biking! **—Gary Hattan**

CATALINA 30/309 INTERNATIONAL ASSOCIATION

Hello All!



C30/309
Association Editor
Michael Dupin

I hope you enjoyed reading about how Billy Scarbrough's transformed his C30 into a beautiful dark blue hulled vessel. The theme of hull repairs continue in this issue with a great article by Bob Hamilton out of the Chesapeake

Bay to finally address those blisters. He developed a pretty good technique to cut the time and labor quite a bit!

2021 NCR REGATTA: Once again the South Shore YC in Milwaukee WI will be hosting a long weekend of C30 racing on August 27-29. Entry fee only \$125 includes Fri-Sat-Sun races and boat docking at club. Another \$20 covers BBQ, corn roast, Party and Sunday appetizers, award ceremony. Put this COVID thing behind you and sail away! See the Notice of Race and entry form online at SSYC.ORG beginning June 15th.

WEBSITE: The association's website is still undergoing a necessary major retrofit, Max is looking for an expert in

Wordpress web builder. Anyone?

As a reminder, consider joining the new Facebook group for the tech articles, association news, etc. Authors are added so you can ask them questions directly and/or share if you implement any of the modifications. <https://www.facebook.com/groups/c30mainsheet>.

Finally and as always, if you've done a good modification, feel free to reach out! **—Mike Dupin**, Catalina30@yahoo.com

CATALINA 22 NATIONAL ASSOCIATION

50 Years of Family Sailing Fun

Congratulations to the Catalina 22 National Sailing Association for offering 50 years of family sailing fun. It was just two years ago that we were celebrating the 50-year anniversary of the introduction of the Catalina 22 sailboat.



C22 Association
Editor Rich Fox

This year, we are celebrating the 50th anniversary of the founding of the Association (founded by Tom Winans). Very few builders and sailing organizations are fortunate enough to have achieved these milestones.

This year's Catalina 22 National Championship Regatta, hosted by the Pensacola Yacht Club, was part of the 50-year celebration. PYC club member Hal Smith served as PRO. To PYC

Commodore Tom Pace, Hal Smith, Talbot Wilson, and the entire staff and team at Pensacola Yacht Club, thank you for the excellent hospitality!

The Association also wants to thank our sponsors for their support, including Waters Sails, Rudder Craft, Boomkicker, and Zhik.

The Association is also very appreciative of Dora and Ted McGee who stepped in to help organize this year's event.

Please make plans to attend the 2022 Catalina 22 National Championship Regatta at Fort Walton Beach, Florida the week of June 19-23. The event will be organized by Association Vice Commodore Ted McGee with Hal Smith serving as PRO.

The Association welcomes Stuart Weist as our new National Cruising Captain. Stuart and his family sail the Catalina 22 'Lake Shark' in Minnesota.

If you want to learn more about the vast history of the Catalina 22 National Sailing Association and the Catalina 22 (which is still in production as the Catalina 22 Sport), then visit our website at www.catalina22.org where you will find a 100+ page document dedicated to the history of the builder, the class, and the people who loving sailing the Catalina 22.

Congratulations to the Catalina 22 National Sailing Association for offering 50 years of family sailing fun.

During the Association's General Membership Meeting at Pensacola Yacht Club on Sunday, May 23, the following members were recognized:

- Leadership Award - Mike Bracket
- Cruising / Sailing Family Award - James and Kathy Matthews
- Best MainBrace Article Award - Robert Loyd
- Best MainBrace Photograph Award - Glen Craig Gustafson
- Best Video Award - Claudine and Donovan McDonald
- Lifetime Achievement Award - Rich Fox

Other regatta award winners include:

- Long Distance Award - Don Woodhouse
- Newest Racer Award - Bo Miller, Rich Gailey, Jerry Petritsch, Bob Crook, Katie McBride, Mark Heinold
- Big Boy Heavy Weight Award - Stuart, Michelle, Eric, Nick, and Luke Weist
- Betty Gay Clements Women's Trophy - Sandy Cox
- Youth Sailing Award - Luke Weist, Nick Weist, Eric Weist, Harmon Smith
- Dick King Highest Placing Sport Trophy - Jim Covey and Katie McBride
- Sportsman Award - Ben Miller IV

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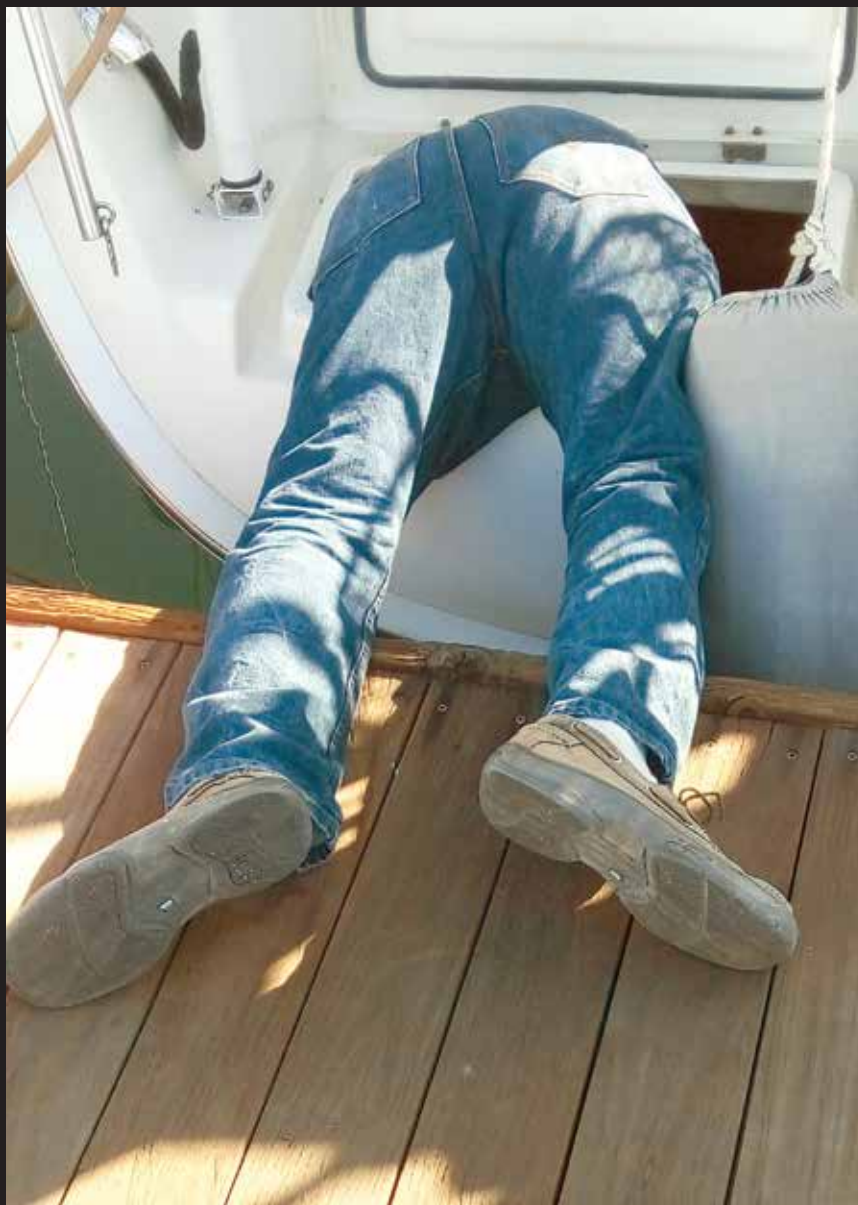
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Fun, Fun, Fun! (Busy dock neighbor). Photo by Julie Olson

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