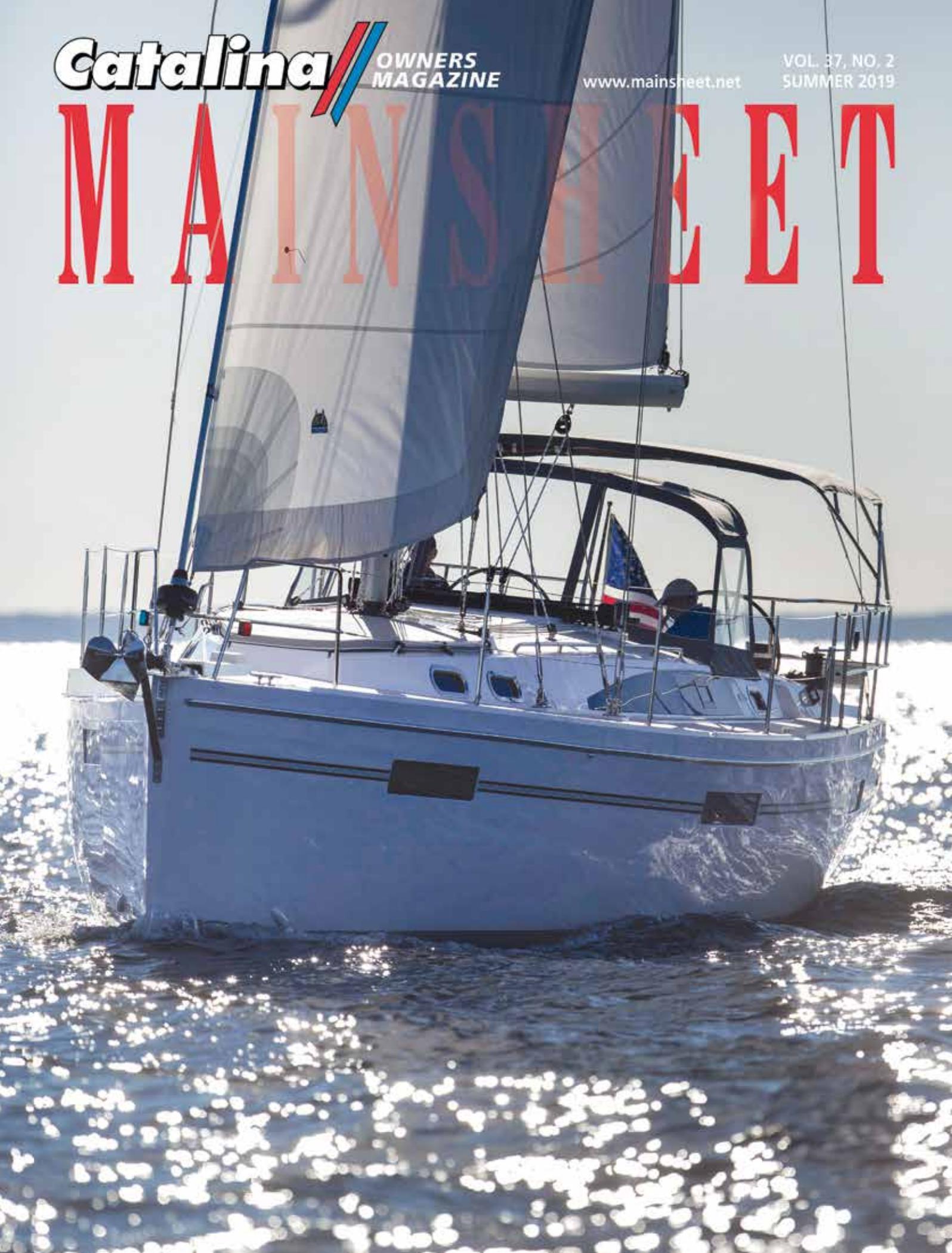


Catalina // OWNERS
MAGAZINE

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VOL. 37, NO. 2
SUMMER 2019

MAINSHEET



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SUMMER 2019

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EDITORIAL:

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Share Your Stories with Us!

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

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

SUBMISSION DEADLINE DATES TO YOUR ASSOCIATION:

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

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C375 Hulls: Position Open

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Mainsheet magazine is also available as a password-protected digital download in PDF format so you can print specific pages for archiving in your boat's 3-ring binder or for easy reading on your favorite digital devices. Download this issue today!



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Catalina 15 National Association

Association News: c/o Mainsheet, cv.jholder@mainsheet.net

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

EDITOR'S BARQUE

A Thank You to All Association Editors



Some 38 years ago, a friend, neighbor, sailor, fellow yacht club member, Frank Butler, Catalina Yachts owner, ask me to fulfill an idea he had, to put all the newsletters from each size Catalina

association under one cover. Hmmm, sounds simple enough. Little did I know or even have any idea of the magnitude involved. One year later of hit and miss and try try again, the first issue finally came off the press. I was now a publisher and Carol Vandenberg, a fellow sailor and journalist, was an editor. *Mainsheet* was born.

Obviously, technology has changed remarkably since 1986. However, one thing that has not changed, is the input by scores and scores of contributing editors from all the various associations. These editors have given life to *Mainsheet* with their tireless energy. One such individual, Bill Templeton, has stood out with outstanding efforts for the C350 tech section for 14 years. We want to thank Bill for all his exuberance and expertise and wish him well as he moves forward in the Catalina world.

Note from Bruce Whyte, C350 Editor:

Bill Templeton, Makani Kai, hull #333, Technical Editor for the Catalina 350 International Association, is leaving the Catalina 350 Association, effective immediately. He is not retiring from the duties of a technical editor. Far from it. He has decided to upgrade to that extra foot or so and moved on to a Catalina 385. Our loss is their gain as we imagine they will appoint him in no short time to be their technical editor.

Bill is so dedicated to Catalina boats, owners and sailors that he has submitted at least one technical article in every single Mainsheet produced in the last 14 years. That conservatively would be 56 articles. We salute Bill Templeton for his dedication and determination to provide owners of the Catalina 350 the best of information to fix, add or modify their boats.

ALSO: Thank you to long time Catalina 30 Editor Max Munger. Wishing you fun in your new "yacht"!

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

ABOUT OUR COVER:

"The Catalina 425 sweeps the Oscars!" The new 425 won Cruising World's "Boat of the Year" and SAIL Magazine's "Best Boat" awards."

**Membership
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Join an Association or Renew Your Membership

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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PRELIMINARY *Catalina* Yachts 525

Catalina 525 PRELIMINARY SPECIFICATIONS

GENERAL DIMENSIONS

Length Overall:	56'-2"
Length of Hull:	53'-6"
Length at Waterline:	50'-6"
Beam:	15'-6"
Distance from Waterline to Masthead:	74'-6"

DRAFT :

Bulb Keel:	6'-3"
Ballast:	14,000 lbs
Approximate Lightship Disp.:	36,000 lbs
Displacement/Length:	153
Sail Area/Displacement:	20
Ballast Ratio:	36%

RIG MEASUREMENTS

Total with 100% Foretriangle:	1350 ft ²
----------------------------------	----------------------

TANKS and CAPACITIES

Water: Potable:	225 gal.
Sanitary Holding Tanks: Total:	60 gal.
Fuel:	130 gal.



View from the Bridge:

Traitor...or a New Adventure?

By Bill Templeton • 2019 C385-081 Makani Kai

Truth be known, my wife, Pat, has picked out our last three boats...it may had taken me two years each time to finally act on her wishes but we have been proud owners of a brand new C310, C350 and now C385....all named Makani Kai.... no second or third – just Makani Kai each time. It took six days, four underway, with my sailing buddies Steve and John – freezing our collective “beans” off - in November in New Jersey to deliver the 350 to G. Winter’s Sailing Center who had taken her in trade on the 385. Less than fifty yards from our final destination, the last time I would ever “drive” her, I ran her aground



in Dredge Harbor....was she trying to tell me something?.... Therein lies another tale. Monday after Thanksgiving, a cold miserable rainy day, the 385 arrived by truck from the factory in Florida. In the rain and cold...ducking every twenty minutes into our nice warm car, we marveled at how “Sonny” maneuvered his rig with our new Makani Kai lashed to the trailer. Holy cow, she looked huge, even on a trailer that could carry a 64 footer. Finally, she was offloaded, placed on jackstands, the mast taken into the main shed and we could go on board. Brian Winter, keep in mind this was the third new Catalina we bought from him, proudly took us aboard for our first upclose look at OUR new boat. Wait a minute...everywhere we looked she wasn’t a 350....so much was SO different...what have we done????? We had the perfect boat for a couple to cruise up and down the mid-Atlantic coast, excellent condition (people could not believe she was an ‘05) and PAID FOR! Brian....bless him....saw our upset and offered to give us

every penny back and put it toward a 425 he had in stock. We thought about it but the increased cost and size were beyond of our means. The 350 was gone and all the papers had been signed on the 385. In retrospect I suppose the surprise (shock ?) when something like an “almost 40 foot” boat...that is yours and in your face, may not be unusual. I began with some little things: “re-engineered” the dish rack to hold OUR dishes; modified the electrical panel door to bi-pass plexiglas panels so we could mount OUR TV where WE wanted it over the “nav” station; glass and cup holders in the galley; installed the start battery; running wires for our forward shore power hook-up, washdown pump, fans, and more projects that we had learned on the 350. Every time I go to the boat to “putter” I sit aft and remember from the Annapolis show what finally sold me on the boat....the “drivers seat”, instruments, line handling positions and I am a giant among lesser men (translation – I’m short) so that full width raised helm means I don’t need my booster seat anymore. After about a month I came to the conclusion (finally and correctly) that THIS IS NOT A 350! This is a substantially different boat and an entirely new adventure and challenge for us. I look forward each week to my visits and how far I can get with a long list of projects...heck, the mast isn’t even up yet. Pat just finished making the cockpit cushions – a Sunbrella upholstery gray plaid - new fabric shower curtain, embroidered pillows and is working on a quilt just for the boat. I will never regret a single minute we spent on our 350....Gerry Douglas and Catalina did a wonderful job with the class. Anyone who buys one (especially ours) will have their own new adventures. So, the 385 is not a 350....never will be, but she will become everything the 350 was to us and MORE. Brian, I just turned 70...there will NOT be a 425 in our future...but I said the 350 was our last boat also (LOL)!





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Lessons Learned:

Paybacks Don't Have to be Tough. Really.

By **Laura Olsen, Commodore • C36/375IA**

They say timing is everything. For a vast majority of sailors, this issue of Mainsheet will arrive entering the onset of a fresh, new sailing season. I'm confident this timing will also coincide with that same majority pursuing boat upgrades, repairs, and any number of projects. What a great opportunity to create and contribute and, well, payback.

This publication, similar to our beloved S/V's, is always a work in progress. Neither boats nor magazines can thrive without regular input and effort. The same goes for Associations and Fleets (and more recently FB pages).



So I'm calling all C36/375 sailors (and any other Catalina sailors- we are family!) to take a bit more time and care as you launch the season to program into your plans a means to create and contribute something

to these pages, your Associations, local Fleets, or all the above! You are doing the project anyway, so why not share that knowledge, great idea, or fantastic photo of your boat? Don't worry that your "work" has to be perfect.

Articles are tech reviewed by competent, dedicated editors and even top Catalina brass to assure accuracy and quality. We have standards people! We are, after all, "The Sailors Choice"!

Many of our sailors produce evidence of great projects, successes and sometimes even failures (under the heading "what I learned" perhaps). I see this most recently in activity at our Facebook page and it is encouraging to see what gets posted. That said, it can also be indicative of a changing view of how the world at large communicates, for good or for bad: still pending.

Articles are tech reviewed by competent, dedicated editors and even top Catalina brass to assure accuracy and quality. We are, after all, "The Sailors Choice"!

I'm not arguing that latter point here, but I hope the forces of web versus print won't ever be mutually exclusive. In my mind, the jury is still out. I will emphasize though that there is an important (and I believe added value) to keep information flowing through Mainsheet, for the reasons noted above.

Just as with our great boats, standards matter to the aforementioned parties. They diligently help all of us. Don't take this for granted, please. All they ask is that you contribute.

I'm encouraged that momentum from C36 sailors has recently shined in a spate of Mainsheet front covers and some technical articles. Please keep it coming and encourage those around you to contribute as well. It costs nothing (well it costs time but it is arguably cheaper than boat bucks, right?) and it's essential to the progress of our Catalina related media and activities.

Payback does not have to be tough. Really.

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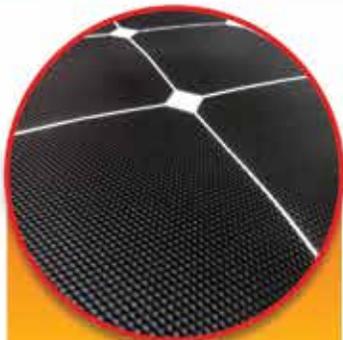
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Safe Journey:

Dog Days of Summer

By Ken Cox • C28 Association Technical Editor

Tell the truth, spring commissioning was fast and furious covering a lot of items and your anxious to get it done and on the water, maybe you have a lift appointment to keep or whatever.

You head for the lake and it's a drifter, there is still much that can be done, now may be a good time to go back and do the items either undone or rushed through. You've also had enough time to sail some and found some things that need readjusted or tweaked and maybe a small(!?!) list of things to do. Today might be the right day. Here are some suggestions to give some satisfaction to the day.

By now it's warm enough to do some of the wet work, maybe wash the sails, drop the jib to wash it and clean the guide in the foil? Exercise those halyards and see how they run and feel. Maybe a couple of buckets and some Woolinite, drop the jib and mainsheets in a bucket to soak, halyard tails and heads in another along with the topping lift. Let them soak while you do other things, come back and rinse till the bubbles quit and hang out to dry. How about that sail cover and bimini a quick scrub and rinse? Don't forget the traveler sheets!

How about the deck, time for a good wash down? Maybe let it dry as you attend to other items and then a quick wax in the early evening if you do it on a regular basis it won't take long.

While your washing a quick wash down of the freeboard, maybe inspect all the vents and anchor locker

drain. If full of bee's nest maybe put a small piece of a dryer sheet in them, bee's hate it, I put some by my hatch boards also.

While all the sheets are drying, take a look at the jib cars, clean and working free, a little lube maybe? Check all the pulleys for the mainsheet, traveler a little clean and lube here also maybe?

Great time also to pull the anchor, chain and rode, rinse the lock and make sure the drain runs free? A little soak on the rode maybe a couple and a good rinse?

How about those winches? Have you cleaned them I mean like in this decade? If not, it might be a good time. They are not hard, you just don't want to loose anything, hint, I do keep extra springs and pawls on hand, but that's just me.

Take photos at each phase, do one at a time, remember where the stripper points! Strip and clean it well — you know it will be a while before you do it again! Use a modest solvent, not a corrosive type. Put a towel outboard of the winch to catch any potentially flying parts. CLEAN, CLEAN, CLEAN, once clean and dry, a thin coat of grease on all bearings and surfaces, a LITTLE bit of LIGHT oil on the pawls and springs.

Take a deep breath, have a beer, you've just had another great day in the boat yard! Don't you feel great?

Fix it fast!

Sail it faster?

Take photo's at each phase, do one at a time, remember where the stripper points! Strip and clean it well — you know it will be a while before you do it again!



Launch of the Catalina 22

By Rich Fox • C22 Association Editor

Since the launch of the first Catalina 22 in July 1969, the Catalina 22 has evolved while maintaining key characteristics that made this the most successful sailboat of its type in the world.

Catalina Yachts was established in 1968 in North Hollywood by Frank Butler in response to an emerging market for sailboats. The aerospace industry was booming with good paying jobs. Southern California also saw a growing marine industry, lots of new marinas with launch ramps and slips, and a growing need for recreation. Catalina Yachts, along with many other boat builders, started building simple sailboats to meet this new recreational demand. Catalina Yachts launched its first boat—the Catalina 22, in July 1969.

The Catalina 22 was marketed as a family fun cruiser plus trailerable rugged Ocean racer that could sleep five.

The original Catalina 22 was by far the most popular. Throughout the 1970s, Catalina Yachts was building an average of 4 hulls per day using three shifts just to keep up with customer demand. Many dealers sold the Catalina 22s as soon as they arrived from the factory. Over 13,300 original

Catalina 22s were built and delivered around the world. Outside the US, the Catalina 22 was built to licensed builders and known as the Alacrity 22 or the Jaguar 22.

The Catalina 22 was available with a swing keel or fin keel, with the swing keel making up more than 90 percent of the boats built. Only a few significant changes were made during the 16-year production run. In 1973, a pop-top was offered as an option. In 1977, a new flat-sided mast was introduced.

Based on customer feedback, Catalina Yachts refreshed the design of the Catalina 22. This New Design Catalina 22 introduced many new features including a longer slightly taller cabin trunk, new interior layout, built-in anchor locker, forward hatch built-in to the forward cabin trunk, tinted windows, and a new gas tank locker. The Catalina 22 “New Design” was a popular model with over 2200 boats built during an eight-year production run from 1986 to 1994. Around 1987, an optional wing keel was available.

During the early 1990s, the sailboat industry saw many popular builders go out of business and production of new boats started to quickly recede, including the Catalina 22.

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Based on customer feedback, Catalina Yachts refreshed the design of the Catalina 22. This New Design C22 introduced many new features including a longer slightly taller cabin trunk, new interior layout, built-in anchor locker, forward hatch built-in to the forward cabin trunk, tinted windows, and a new gas tank locker.

In January 1995, Catalina Yachts introduced the Catalina 22 MK-II. This boat would provide a more spacious interior while reducing overall weight compared to its predecessor. The MK-II introduced many new features including a wider beam, new interior design that included quarter settees, a slide-out galley, an even longer cabin trunk than the New Design, and elimination of exterior teak. The MK-II also featured a fiberglass encased keel swing, wing and fin keel options. The MK-II design characteristics remained similar enough to the original Catalina 22 so that the model may participate in the Class one-design regattas.

In the 1995 Catalina 22 National Championship Regatta, Catalina 22 MK-II #15355, fresh off the factory floor, finished 9th out of 34 in the Gold Fleet. Production of the MK-II was halted in 2010 when the Catalina Yachts moved the last of its small-boat production line to Largo, Florida.

In response to requests from the Catalina 22 National Sailing Association for a boat that better reflects the original Catalina 22 and promote one-design racing, Catalina Yachts introduced the Catalina 22 Sport in June 2004. The Sport model features a larger cockpit and an entirely redesigned cabin trunk. The deck and cabin trunk look very similar to the Capri 22. However, the hull, mast, rigging, keel, rudder are per the original Catalina 22. In

2017, a Sport finished second in Gold Fleet. Production of the Catalina 22 Sport was moved to Largo, Florida in 2011 and the quality and workmanship of this boat is now better than it has even been.

With over 15,785 hulls and four generations built since 1969, it will be interesting to watch what the future brings for the Catalina 22. Will another model be launched? Or has the Catalina 22 brand run its course? Regardless, what a great ride it has been for the past 50 years!

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Smooth. Cruise Abroad

By Bill Martinelli • C470 Commodore Report



Congratulations to C470-172 Agave Azul who won all the races in their class, the Decorated Boat Parade, at the Banderas Bay Regatta in Puerto Vallarta this March.

C470 Agave Azul #172 wins at March 2019 Banderas Bay Regatta

Photos by John Pounder/JLDigitalMedia

Our C470 Voyager has been out of the U.S. for more than eight years now. We return to the states at least twice a year, but Voyager stays in Mexico waiting for us like the family cat. The family cat that's glad when you return but doesn't want you to know it for a while, then warms up to you again. We generally bring gifts back to her to keep her happy and after a few days of grooming all is well again.

The following suggestions will help you to have a smooth cruise abroad, and are easiest to complete before you sail out of the country. When we left on the Baja Ha-ha Rally in 2010 we had not planned to stay away from home for very long, so we did these things over an extended period of time.

Make sure any and all bank and financial accounts are linked together so you can transfer funds online. For ongoing bills, set them up for auto payment. (This of course is more common now than in 2010.) If possible, pay by credit card, and then have that credit card auto paid by your bank. Use that one card for only auto payments and nothing else; then there's less chance of it being hacked. You really really do not want to have to contact all your vendors and change the auto payment info. Even though many billers want you to go paperless and use auto pay, their web sites often hide where to do it.

Obtain a few extra credit cards if you don't already have them. Since we arrived in Mexico we've not had a card compromised here (versus a few times in the U.S. in the same time period). Choose bank and credit card companies that don't charge an international exchange fee. The best banks will also reimburse ATM fees incurred for using a foreign bank.

Many credit cards give reward points for each dollar spent, some give one point per dollar spent

and some give two. Some cards charge an annual fee and some do not. This means some really boring investigative reading and note taking before committing.

Our favorite right now is a Capital One credit card that gives two points for each dollar spent and costs \$60 a year. There's no fee for international purchases. The point balance can be applied against your outstanding balance to reduce your bill at the end of the month. BUT! Don't do that! What you want to do is use reward points to purchase gift cards that don't have expiration dates. Instead of 5,000 points converted to \$50 in cash or credit against an outstanding balance, you can receive a gift card (numerous choices of vendors including AMAZON) with a value of \$100. Yep, you read that right, double the amount!

Another thing to watch for is the special offers credit card companies give for opening a new account. The last account we opened offered 50,000 miles/points for spending \$3,000 in the first 90 days of receiving the card. That was easy since we pay every bill we possibly can with credit cards. Also it took only something like 10-12 minutes online for the card application and approval.

Have debit cards for at least two if not three different bank accounts to visit ATMs for local currency. There are lots of places in Mexico that take credit cards, but for smaller purchases, payment in the local currency may be required, much appreciated, or you might get a better price for cash.

In Mexico, ATMs are at banks of course but also at many of the large super mercados (large grocery stores). Most are branded/operated by major banks here, as opposed to off-brand companies you have never heard of.

It took us a while to realize the large differences in the exchange rates the different banks offered. We found one bank charged close to ten percent of the going exchange rate for an ATM withdrawal! To clarify, the official exchange rate was 20 pesos to the dollar, but we paid 18 pesos. OUCH! For the bank (Banco Azteca) we presently use, if the official rate is 20 they pay something like 19.75 to the dollar.

Also Mexican banks charge an ATM service fee; we have seen charges from about 30 to 75 pesos. Our preferred bank charges just 20 pesos. We don't have to pay attention to these as our US bank reimburses these fees, but it's interesting to note how some banks get you every way they can.

So do some homework before your departure and the money you save every month will buy a couple of cervezas or even a really nice dinner.

HISTORICAL PERSPECTIVE FROM MAX MUNGER

After many diligent years spearheading and managing the C30/IC30A, editing hundreds (if not thousands) of technical and editorial articles for *Mainsheet* since 1980—yes, some of the readers might not have been born yet—Max Munger decided to pass the baton and retire. As the new editor, I certainly have very big shoes to fill. Some fellow C30 owners referred to him as the C30 giant. I guess it's both literal and figurative. No amount of editorial thank could ever make justice to the massive debt we all have towards Max for helping build the C30 knowledge over the past 40 years, but the least I could do is dedicate this issue's editorial piece to him. In the interview below, Max provides us with some historical perspective on the C30, the C30 section of *Mainsheet*, his love for the boat, evolution of the fleet and many words of wisdom. —Michael Dupin



Max (left) and crew 2016 National

Short "bio" about Max:

After nearly 30 years as the IC30A *Mainsheet* and technical Editor, Max Munger is retiring and just going sailing. He has been a member of C30/IC30A since 1980 when he purchased SherMax #2276 TRBS. He has served as IC30A Treasurer, webmaster and forum leader since the 1990's. For most of those years he has worked with The Catalina Yachts top three - Frank, Gerry and Sharon - and with the factory on many issues. He has organized the Owners Booth at East Coast Boat Shows for the last 30+ years. He has been fortunate to have won the National Championship three times and has 14 finishes in the top 3 places.

When did you start the editor role?

My first articles appeared in 1980 in the original mimeograph C30 newsletter. The *Mainsheet* incorporated all the class association newsletters in 1984. I worked with then technical "Tech Talk" editor Dick Dickens for many years and took over when he retired in early 1990's. Original *Mainsheet* editors, and C30 Secretary Doris and Frank Goodwin, retired around 1993 and I took on all the details, records, artifacts, supplies, shirts, mailings and back issues at that time. I was already the IC30A Treasurer (still am).

How has the magazine has evolved?

By 1984, the C30 was by far the largest Catalina class association (and still is) and provided some 50 pages of material for each *Mainsheet* magazine for another 10 years. As Catalina Yachts brought out new classes of boats, they in turn began to require pages and gradually the C30 had to cut back, creating quite a backlog of owner submissions. Jim Holder could not expand the magazine any further.

The expanding internet presence has since become the choice of owners for their information sharing and the *Mainsheet* is now less than 50 pages total with many associations not present at all. C30 is now reduced to a page or two in some issues mostly due to lack of submissions.

Can you tell us about the internet user group you started?

The size of the association in 1993 was over 1500 members and beyond my secretarial skills, so I was the first to contract with Nanosec Inc. to handle all dues, renewals and banking, and maintaining the association's membership database. Other class association soon followed suit. Nanosec supplied updated mailing labels to *Mainsheet* for its distribution. It was soon apparent that the association had an

international following and so I incorporated C30 into the International Catalina 30 Association IC30A.

With a backlog of material, I created the catalina30.com website to bring together anything C30! Similarly, I started an internet email list (list server app) to reach out to C30 owners everywhere. Several internet providers were used. Most recently, we moved from Yahoo to Groups.io and hopefully will soon have a WIKI adjunct for owner-created contributions.

You have a stash of old MS in your garage and you have mentioned some digitalized copies?

I have several hundred back issues of quarterly *Mainsheets* available, but the demand for paper information has dwindled. Back orders are advertised and available via the website. At one point a volunteer scanned all the C30 pages from each *Mainsheet* and burned a disc. The images are not indexed or searchable at this time.

Newer issues need to be scanned and included. Volunteers are always required.

What brought you to the C30 originally? When did you get yours? Where did you sail?

In 1975 I started sailing on a 14 foot Laser, but at 6 feet 4 inches I always had a problem ducking the boom. So I moved to a 26 foot Spirit sloop, which proved too small for longer cruises on the Chesapeake Bay. At the 1980 Annapolis Boat Show I test-fitted numerous 30 foot boats. The Catalina 30 had a head large enough for me to shower and also the mid cabin engine meant I could do all servicing myself. It had 6-6 standing room and long bunks. And it was a beautiful boat. So SherMax arrived in spring of 1981 and I have cruised and raced her on the upper Chesapeake ever since. I became quite attached to Catalina Yachts and all its siblings.

In the 1980s my wife Sherma and I cruised 80+ days per year and raced one or two weekends a month around Annapolis MD. In the 90's we moved southward to a home on the water in the Solomon's Island area. We mostly raced weekends and Wednesday nights with the local club. It was during this period that I also began attending the C30 National Regattas around the country. Sadly I have never had the opportunity to sail my own boat in any championship regatta.

What are/were your biggest pet peeves with the C30?

The C30 has been a wonderful and dependable boat absent of any real problems. Certainly the 'SMILE' required occasional reworking due to the winter yard blocking. As a cruiser there is no better boat. As a racer the C30 is not the fastest due to the broad entry of her hull. But she is forgiving when the sea storms up.

The best mods you've found/remember?

Some of the earlier mods were to correct some potential problems. Replacement of all gates valves and pipe stems is still highly recommended today. The original wooden spreaders were replaced with the newer aluminum pieces. Improving the curved traveler was a necessity for racing (and much easier cruising). Garhauer Marine is a godsend to

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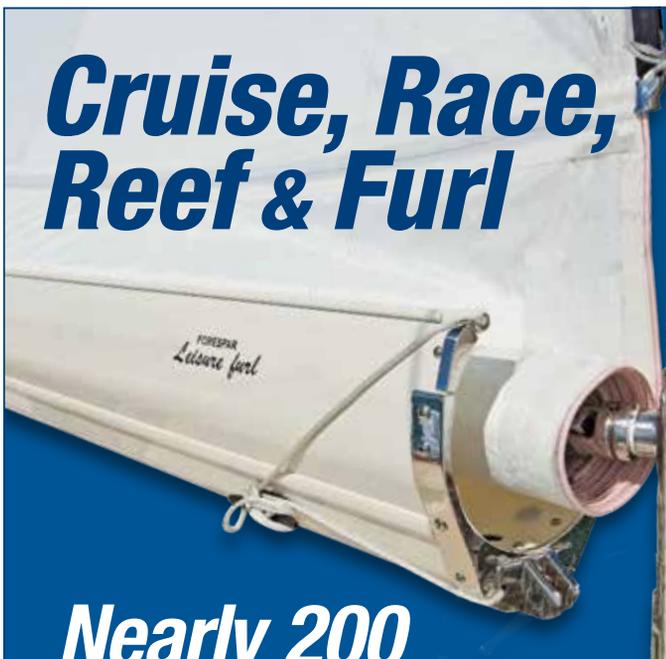
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by Forespar

Catalina Yachts and owners. My boat is loaded with Bill's innovative, functional and (lower) priced deck and mast equipment. I believe I was the first to replace the factory pulpit which incorporated the built-in stern seats. As my racing improved, I converted the mast to internal halyards and the spinnaker bail. All of these were eventually included on the newer mark II model boats. There are numerous nooks and crannies in the C30 which have been remodeled by owners over the years.

What are you going to do now?

My arthritic knees have made it difficult to get around on multiple deck levels. I will sail as long as I can on SherMax, although I may start looking at small trawlers so I can stay on the water. I will continue to participate with ideas and support the forum and tech talk issues. I hope to travel and sail a few more regattas, such as in Racine WI this fall.

Any last piece of advice you'd like to give to the C30 community – especially new owners?

I don't think the C30 will ever get "too old". There are so many of them out there, available on any piece of water, anywhere in the world. These boats do not fall apart. So keep investing in and upgrading the 6700 plus Catalina 30s.

Anything else you think is relevant.

It is most important to keep contributing to the *Mainsheet*, its articles and the Tech Talk sections. The only way to do this is by owners joining and supporting the IC30A and the 'catalina30@groups.io' online forum with paid membership and contributions of experiences and improvements. The *Mainsheet* is supported ONLY through these class associations.

Max, on behalf of all C30 owners, past, present and future, I wish you a very happy retirement from Mainsheet, happy continued sailing and good luck on the trawler. We look forward to reading your posts and responses on the Group.io!

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I AM INTRIGUED BY CATALINA BRANCHING OUT TO A DOWNEAST STYLE VESSEL. I WONDER WHETHER THIS MOVE PORTENDS CATALINA REACHING OUT TO OTHER SEGMENTS OF THE POWER BOAT MARKET.

THE TIMES THEY ARE A CHANGIN'

BY DAVID ALLRED • C320 COMMODORE

Although I presently sail Romance, my 2000 model Catalina 320, like many of you, I started my sailing adventures in a smaller boat. For me, it



was a Catalina 22 that I sailed on a lake in Alabama. Some years later, I advanced to a Catalina 30 when I got married. My wonderful wife already owned the boat which meant that I married up in more ways than one. The 320, however, is likely my last sailboat because it seems perfect for the Chesapeake Bay sailing that my wife and I enjoy. And, that satisfaction is strongly reinforced every spring when I clean the boat, wax the topsides, and do other maintenance that pushes me to my physical, and sometimes financial, limits. A larger boat (which I dream about most of the rest of the year) would be too much work and too expensive for me. In fact, those hours sweating on a ladder and in the cabin make me yearn for the ancient Catalina 22. Regardless of size, I am a fan of Catalina sailboats.

Then, in February, as I was beginning to make my list of projects to accomplish before spring launch, I read a news article that Catalina Yachts is planning to enter the power boat market by purchasing the True North molds for several Downeast style craft. As a sailor of various Catalina sailboats for almost 40 years, I was somewhat surprised to learn that the company is making the leap to power. Now, I am not one who dislikes, let alone despises, power boats or their operators. Like most of us, I find the agreeableness of our fellow power boaters is in direct

relation to the skipper's conduct as the captain, not the nature of his propulsion.

My years on the water have shown me many instances of power boaters' consideration and generosity, including help with a couple soft groundings that a sailboat could not have accomplished. Similarly, I have observed rude and dangerous sail boaters who seemed intent on ruining my and everyone else's day. Rather my surprise, really, is that Catalina waited so long to make the addition. After all, I have been getting older for a sometime now, and Gerry Douglas should have known that. The event horizon for no longer being able to handle a sailboat is closer than ever. So, if I am going to be able to afford a Catalina power boat, manufacturing must begin soon, because a used one is the only kind I will ever have any chance of acquiring.

I am intrigued by Catalina branching out to a Downeast style vessel. I wonder whether this move portends Catalina reaching out to other segments of the power boat market. Are we soon to see a line of center cockpit fishing boats that aim for those sailors who are also fishermen? If so, will Catalina also include bass boats for the hard core inland lake fishermen? I am guessing that flat out, screaming ocean racers are not likely to be in the offing since they seem to be contrary to almost every aspect of sailboats (except for expense), especially noise. However far Catalina takes this expansion, I am all for it as long as they do two things. First, continue to build quality sailboats, and, second, forego any kind of Jet Ski. I admit, my equitableness toward power vessels does not extend to "personal water craft." Hum, maybe I am more of a curmudgeon regarding power boats than I thought. In any event, here's too many more years of sailing for all of us.

Tech Notes

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Tech Notes are also available at www.mainsheet.net in PDF format for printing or reading on digital devices. | Summer 2019 password: S372



CATALINA 470 NATIONAL ASSOCIATION

Changing of the Guard



C470 Association
Technical Editor
Joe Rocchio

As C470-126, Onward, headed forth from Annapolis for the Bahamas for the first time back in 2007, my son convinced me I should upgrade the navigation electronics system (NES) from the Raymarine RL80 chart plotter /

multi-function display (MFD) that was a C470 basic install. It was good advice and I bought the new Raymarine E120 widescreen (MFD) and a Raymarine Sirius weather receiver to make my first winter cruise to the Bahamas easier. While anchored at St. Marys, Georgia to participate in their wonderful Thanksgiving celebration, I installed them. It was a decision I never regretted over the next ~80,000 sea miles.

Onward's NES went on to serve me well through 11 circuits between Annapolis, Maine, and the southern Bahamas with interim upgrades that included first a Raymarine AIS350 receiver then a AIS650 transceiver. In the last 5-6 years, the explosion in personal electronics technology where my iPad and my iPhone became de-facto components of my NES, I considered upgrading my MFD to be able to "talk" to them via WiFi. However, I never found the new systems compelling enough to make the change. Instead, last year, I added a Yacht Design, NEMA to Wi-Fi translator that displays all of the navigation data on my iPad or iPhone via a Wi-Fi connection. All was good!

This fall as we were making a night time offshore passage from Charleston to St. Augustine, I noticed that some faint radar returns appearing near the center of the MFD screen were very hard to see as an overlay on the chart. On the morning watch, I realized that the whole center section of the E120

screen looked as if a right-handed person had gone at it with an ink eraser – but the glass surface was unblemished. A few days later, while we were headed from Key West to Marco Island, the center of the displayed chart was dangerously unreadable and I almost missed a noted shoal. It was now an unacceptable problem.

Once ensconced on Marco Island, I forgot the issue. But, after six weeks of living on land and enjoying the holidays, my thoughts turned to cruising to the Bahamas and the MFD problem had to be fixed. I determined that the polarization film layer (located behind the glass face of the display) had been so badly degraded (likely by UV from sunlight) that it no longer did its job – making visible the effect of changes in polarization of the liquid crystal layer that make an LCD display work. If I cocked my head 45° while wearing polarized sunglasses, it was clear and sharp. I didn't have time to test and validate a MacGyver fix (add a sheet of polarizer to the outer surface). The MFD is simply too critical to our safety and lifestyle to do anything iffy. So, a new MFD was needed.

Today, one could simply go with a tablet-based navigation system. But, I've learned from ~ 100K sea miles on Onward that it is critical to have a well-integrated and dedicated NES that seamlessly works together and can be relied upon to do its job without having to futz about when in a short-handed, critical or hazardous situation.

After much research, I opted for a Raymarine Axiom Pro 12 MFD. It offers both a touch screen and a uni-controller that combines an 8-directional cursor control with a rotary knob (for chart zoom in and out) and a push button (for selecting menu options). This is important because in rough conditions when the cockpit is jumping around, putting one's finger at the intended



point on a fixed touch screen becomes problematic. Also, if the screen should get wet/damp the touch function can be unreliable. The Axiom Pro also allows the touch screen to readily be locked out to eliminate inadvertent actions.

My goals in redesigning and implementing a new NES were: first to convert to a NES network backbone that was the current state-of-the-art, SeaTalk-ng (NEMA 2000), from the existing SeaTalk-1 (NEMA 0183); second, utilize all of my existing NES components; and third, make the installation as simple and straightforward as possible.

The most challenging part of the installation process was verifying my notes and schematics of the existing NES as it had "matured" over the years so I could decide how to best integrate my existing components. The NES design I worked out incorporated two SeaTalk-1 to SeaTalk-ng converters to integrate the ST60 Multi, ST60 Boat Speed, ST60 Wind Speed & Direction; ST60 Depth, and ST7002+ Autopilot Control, ST600 wired remote with the SeaTalk-ng components (Axiom Pro 12 MFD, SPX30 Autopilot, AIS650 transceiver). One converter was installed at the forward end of the network backbone at the salon nav station where it connects the ST60 Multi (and YD NEMA to Wi-Fi); the second is in the cockpit console where it connects all the

other SeaTalk-1 components with the aft end of the backbone.

Another challenge was that the new MFD required the existing analog Pathfinder radar be replaced with a new digital radar. I selected the Raymarine Quantum 2 radar because of its neat Doppler feature. To integrate it into the system, I used the power/signal cable that connected the E120 to the Pathfinder because I did not want to unstep the mast to run new wires. I cut off the connector (always painful) at the MFD end and then used 2 of the 4 power wires to provide 12V power. After swapping out the scanners, I connected the power wires in the Pathfinder cable for the Quantum 2 radar. One of the great features of the new digital radars is the ability to get the data to the MFD via a Wi-Fi connection. This process went seamlessly. Nice! Note: the Quantum 2 can also be connected to the Axiom using a SeaTalk-hs (Ethernet) cable. (There are enough signal conductors in

the Pathfinder cable that they might be able to be used for Ethernet, but that is an experiment for another day).

The Axiom Pro 12 has almost the same physical layout as the E120 and to integrate it into Onward's navigation console; I built a teak bezel which nicely sets off the crisp black outline of the Axiom. For future upgrades, I also bought an instrument package that includes an i70s multifunction display, iTC5 translator and new wind, depth, and boat speed transducers. I've installed the i70s at the nav station in the salon and I am keeping the transducers and iTC5 translator for future use.

With more than 100 routes and ~2,000 waypoints, Onward's 12 years of navigation information is invaluable to me. With the help of Raymarine Voyage Planner software and Raymarine technical support staff, I was able to convert all of these from ARCHIVE. FSH format into the .gpx open standard format used by the Axiom that also

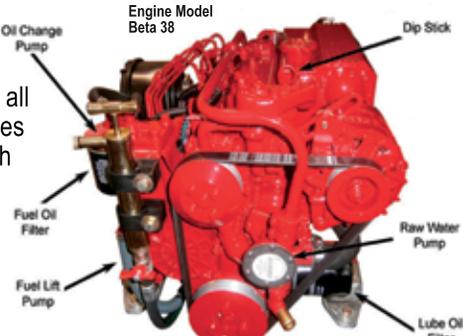
allows more waypoints and routes to be stored for use. The Axiom has two micro-SD card slots; I use one dedicated to Navionics charts and the other for charts from several other sources (Lighthouse, NOAA ENC, NV, C-Map, etc) as well as archiving of waypoints, routes and tracks. Very convenient!

As we cruised from Marco Island to the central Exumas, I found the NES to work well and the new Axiom display to be outstanding for visibility, ease of use, flexibility, speed, and the ability to tailor the display of information to my specific needs. Via WiFi, I get the added benefit of being able to view the Axiom screen with my iPhone or iPad with the RayView app; and totally control the Axiom from my iPad with the RayControl app. Nice! Oh, don't forget to put your screen cover on to protect from UV damage!

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Oil Filter Relocation



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer



C36 Association
Technical Editor
Mk II hulls
Chic Lasser

I'm writing this column a week after returning from a 13 day winter cruise from Seattle to Vancouver with Ward, a Catalina 30 owner from New Jersey and John, a Cal-35C owner, all aboard Mahalo. It was so much fun but at the same time brutal. We left a day early to escape ice in the marina. There were five mornings of clearing 4+ inches of snow off the boat. It was so much better than shoveling the walk and gazing out the window. I was scheduled to rendezvous with Stu Jackson from the C34 group

– alas the snow kept him marina bound. Maybe this summer.

I know changing oil is not on the top of everyone's fun list – not even me. The big problem is not sucking out the oil, dumping it or even cleaning the vacuum tank afterwards – it's removing that darn oil filter.

Universal designed the engine with the filter positioned horizontally almost guarantees that oil will spill out and get all over your nice clean (it is clean isn't it?) engine. Then when putting it back you can't fill up the new filter without again getting oil everywhere, so there is some additional time the engine is running with low or no oil as it fills up the new filter. In most autos I've worked on they hang vertically so the oil stays in the filter when removed and you can prefill the new filter so you don't damage the engine on startup.

So what to do? Oil filter relocation kits exist for all kinds of engines – none specifically for the Universal M25/35. But turn the question around - do they have relocation kits for the model of filter you're using? The answer is a resounding yes – and even better they are fairly inexpensive. So Les, are you saying I'll find a relocation kit for a

WIX 51334 on Amazon or eBay? Not exactly – it requires a bit more work. First you need to find the data on your specific filter – there it has a M20x1.5 female thread to allow it to screw on to the block. M20x1.5 (20mm x 1.5 mm/thread) and 3/4x16UNF are the two most common thread types out there for filters. OK, now you can go searching for relocation kits (sometimes called sandwich fittings – don't ask me why I have no idea). There are all kinds of these kits out there, but first you need to decide if you want to keep the same filter style you've been using on your engine or switch to a filter that is either more available in your cruising area, bigger, or just different. If you want a different filter element, you'll need to find its center thread dimension. Some relocation kits fit either M20x1.5 and 3/4x17 on the engine block – but only 3/4x17 on the filter side (or only M20x1.5). I chose a kit that would allow me to keep my original filters, so M20x1.5 on both sides.

Mistake #1 - Where to mount the remote filter

You can see in the photo I thought I had the perfect location but once I put the hose fittings on it was clear they wouldn't clear the engine cover. The white line on the wood behind the filter is the TOP of the engine box. I even tried moving it two inches lower, but still no go. I now had two choices – make a bracket to go even lower by the exhaust manifold or go somewhere else. Given how crowded that area is I chose the latter, and mounted in on the bulkhead starboard side of the engine.

Les – I've got the filter relocation kit but what are these funny looking tapered sold tubing fittings on the darn thing and how do I plumb this thing? Most of the M20x1.5 relocation kits are made from billet aluminum that have been anodized to some fancy red, blue or black colors. Connections are made with AN fittings. AN fitting sizes look simple but are really quite convoluted. The number before the AN represents the tubing size (in 1/16") that the ID of the hose represents. But tubing is measured by its OD (hose measured by ID) – so 10-AN is the same interior diameter as a 5/8 (10/16)

tubing or about 1/2 inch. That's way too technical and you'll never need to know that for this project – just that most all these relocation kits I saw use 10-AN fitting to connect things up. I bought 10' of braided nylon hose rated for oil and 2ea 90o and 180o 10-AN fittings. More than enough for the project. Note: AN fittings are used on most all race cars, and high end custom builds. They hold much better than barbs and hose clamps, and like tubing don't require sealer for the tapered fittings.

Mistake #2 - I purchased hose and fittings from two different vendors – it's all standard right?

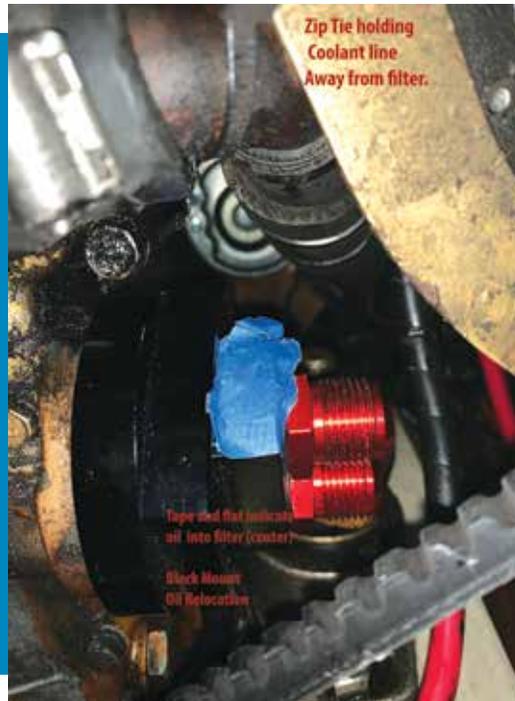
Well maybe, my hose was too big to fit the fittings I purchased. Another trip to Amazon fixed that problem and I was able to assemble the fittings. My method was to put one 90o on each end of the hose, install the 90's on the block, then route the hose to the remote location and use masking tape to mark where the hose met the other AN fitting. If you remove the cap nut it's really easy to see where to mark the tape. Cut the hose (more on cutting later) and terminate the fitting and reinstall on remote end. Then repeat for the second hose. You're done! There are LOTS of YouTube videos showing how to use these fittings – I can't strongly enough recommend to watch at least two.

Mistake #3 - The nice assembled look of the filter relocation kit makes it look like it's ready to install.

Don't believe it. Remove the adapter fittings and coat them with Permatex #2 to prevent oil leaks. It's a really big mess to remove hoses full of oil to redo this – so do this while the hose is still empty.

Miscellaneous Junk

There are two recommended ways to cut the hose so you have a hose end you can shove into the fitting. 1) Big cross cut cable cutters and 2) Cutoff wheel. You can also use a hacksaw but be careful not to crush the hose. For all methods wrapping masking tape around the hose before cutting keeps the braid from fraying (remove tape before putting it in the fitting).



Benefits

- Easier oil changes
- Less mess
- No engine damage on startup after oil change
- Slightly more oil volume
- Filter element is less likely to be damaged by hose clamps, alternator...

Costs

- Relocation kit (eBay) \$25
- Hose & fittings \$76
- Misc. \$15

Total - \$116

You'll see special wrenches to assemble AN fittings – these are not necessary; open ended or adjustable wrenches work fine (pad the jaws if you don't want to scratch the fitting). Not all fittings use the same size wrench. I bought an 10AN wrench, it fit my original fittings, but not the ones I bought later.

When mounting the remote filter make sure you have room below to remove the desired filter, and room above for the AN fitting you plan on using.

Those of you with good eyes will see one of the silver plugs on the remote end has an electrical fitting. I chose to put an oil temperature sensor in as a backup to the water sensor. I've had firsthand experience with false low reading water temp once the sensor lost contact with water (not on this engine). I believe this location can also be used as an oil pressure sensor location for those of you with just an oil pressure switch. You will need to run a ground wire to the remote filter if you plan on doing this.

When routing the hoses be sure and go center to center. By this I mean the fitting con-

necting to the threaded nipple, needs to go to the center of the remote filter. You can tell which side is connected to the center, because it is the fitting nearest the straight leg of the D shape. I didn't

realize this until later so I put some tape by the center hole fitting as shown in the photo. If you somehow get this wrong – oil pressure will show zero – as you're trying to push oil into the anti-drain-back valve of the oil filter.

You can prefill the hoses with oil before startup to keep the engine from losing pressure momentarily at first startup. I didn't and it took very little time before oil pressure alarm was silent. I did add ½ quart more oil to the engine to account for the oil now in the hose.

The last photo shows the final install. I was able to clip a zip tie that held the water pump outlet away from the oil filter in its original position. It's easy to wrap your hands around the filter for removal and everything on the starboard side of the engine is still accessible.

I'm actually looking forward to my next oil change and the lack of mess I'll have to clean up. I'd love to hear from you and what projects you're working on, any question just drop me an email.

—Les Troyer, leslie@e-troyer.com



CATALINA 36/375 INTERNATIONAL ASSOCIATION

(continued from previous page)

Replacement Of The Edson Side Mount Wheel Brake

By David Power

We purchased our 1998 Catalina Mark II, Two If By Sea, in 2002 and lived aboard for nine years, at which time we purchased a residence in Burnt Store Marina, Punta Gorda, Florida. We have cruised extensively in Florida, often more than a month at a time. As a result, we would rely on the helm wheel brake both underway and at anchor. This, in turn, caused substantial wear on the brake lining which became totally useless a few years back. In addition, it became very difficult even to turn the brake knob. When I began to notice these problems, I researched my options and ordered a Wheel Brake Maintenance Kit, part #316-689, from Edson-marine.com and planned the project of replacing the brake pads at some time in the future “when I had time.”

When I decided to start the project last fall, I noticed that the kit I had originally ordered required replacing the actual brake pads and that Edson now had a kit available with new, lined brake legs. Therefore, I ordered a new kit and started the project. Edson has extensive directions on-line and a schematic of the brake assembly, which I must have read over 20 times to get a feel as to what had to be done. Unfortunately, the instructions did not give any hints as to how to complete each step or what tools would be needed. For example, a step may have called for removing a cotter pin but not how to remove it. That one step took several hours to complete, until the correct tool was identified.

In addition to several calls to Edson tech support, I also contacted Ritchie Navigation on issues relating to removing the Globemaster SP-5 compass and its mounting base on top of the pedestal. It was then time to start this project:

1) Removing the compass is a simple task. After removing the two small bolts located on the light assembly at the top and front of the compass, you can move the assembly and attached wiring to the side and then lift off the stainless steel cover from the top of the pedestal.

2) The compass capsule is then removed from the mounting base by loosening the clamp located on the forward side of the base. To simplify the remounting of the compass, mark its alignment with black electrician tape on the compass and mounting base.

3) It is then necessary to remove the mounting base and the underlying weathershield which are attached to the pedestal by four 3-1/2 " mounting bolts passing through these items and extending through the control housing on top of the pedestal. This can prove very difficult, particularly if they have not been removed during the past 20 years. What makes it more difficult is that you do not have access to the bottom of the bolts to use PB Blaster to loosen the bolts. I was only able to remove one before having to consider other options. I finally resorted to a manual impact screwdriver and a sledge hammer to break the hold on two of the remaining bolts. The last one would not break loose and I cut off the head with a Dremel tool.

4) The mounting base can then be completely removed. However, you will note that the wiring for the light assembly passes through the weathershield. I unplugged the wiring, cut a slot in the weathershield, and then removed the weathershield.

5) At this point, you can see inside the pedestal tube and observe the transmission and the throttle attachment assemblies, and the wheel brake mechanism.



6) Next, it is necessary to remove the control housing from the pedestal. Edson made it clear not to damage it as replacements are no longer available. To do so, I removed the small cotter pin and clevis pin on the shift and throttle levers. The housing can then be lifted upward and set aside.

7) Finally, you have access to the wheel brake mechanism. Before starting, stuff a rag down the pedestal tube to catch any parts that might fall. As the service tech told me, the only way to retrieve those parts is to turn the boat upside down and shake it. The available working space is very tight, too small for a hand to reach in and grasp anything small. The cotter pin on the end of the brake shaft needs to be straightened with a long screwdriver. It is very difficult to straighten the legs enough to pull the pin out. After trying a set of 2" long nose vise grips, I resorted to a set of 6" long nose vise grips to reach the head of the cotter pin and maintain a hold on the pin to work it out of the end of the shaft.

8) Once the cotter pin is removed, start loosening the brake knob so the threaded end backs out of the left brake leg. Hold on to the brake leg and lift it out of the pedestal. Then, slowly remove the knob shaft assembly by pulling it out of the pedestal. It may be necessary to pull the knob off and grasp the shaft with a set of vise grips and gently pull it out of the plastic collar that is inserted in the pedestal. At the same time, hold onto the right brake leg and lift it out once the shaft is pulled through it.

9) There is a washer located between the right brake leg and the shaft shoulder. It is very easy to allow this to slip off the shaft and drop down through the pedestal, hopefully to be stopped by the rag you inserted initially. That happened to me but I still was not able to retrieve it as the rag continued to slip further down the pedestal. The washer eventually fell all the way down and I heard it hit the base. Not to worry

though. There is a replacement washer in the kit. If the knob shaft can be removed slowly, you should be able to use your long nose vise grips to hold on to the washer as you remove the shaft. The final step in disassembling the brake is removing the brake plate. Once again, this may require use of the impact tool to loosen the two bolts.

10) Inspect the old and the new brake legs. Our original set was completely smooth.



11) The final step in the disassembly process is to remove the sleeve from the pedestal. I first ran a loop of twine through it to hold onto it as you must "drive" it through the pedestal. The outside diameter is 5/8". I used a metal punch that size and a hammer. A wooden dowel or socket might work as well.

The reassembly process was a great deal easier, particularly if you have the long nose vise grip and some twine.

12) The first step is to drive the new sleeve into the pedestal. Using the punch and a light hammer, tap the sleeve through the hole, leaving about 1/4" exposed.

13) Insert the knob shaft assembly into the sleeve. At first inspection, you will think the shaft will move freely in the sleeve. However, the sleeve diameter is slightly compressed when inserted in the pedestal. To free up the inserted shaft, I removed it and routed out the sleeve using a 1/2" drill bit.

14) When inserting the shaft through the sleeve, run it through the washer so that it is between the shaft's shoulder and the right brake leg. The shaft is then placed through the brake leg. Once the shaft is fully inserted, it can then be screwed into the left brake leg.

15) Next, install the brake plate over the brake legs and attach it to the pedestal. Keep it somewhat loose in order to test the functioning of the brake.

16) It is now time to reinsert the cotter pin into the end of the shaft. This was a challenge because of the tight working space and the size of the replacement cotter pin that comes in the kit. Therefore, I used a new pin that was a fraction smaller. I ran a piece of twine through the eye to prevent it from slipping down into the pedestal. Then, using the long nose vise grips, it was not difficult to insert the cotter pin and bend back the pin legs.

17) Replace the control housing and reattach the transmission and throttle cables. The original cotter pins and clevis pins were reusable. The kit does not include replacements. Again, I used twine through the eyes to prevent dropping them.

18) Because the original weathershield was partially damaged when removing the four bolts, I ordered a new one from Ritchie. I used a Dremel tool to grind out a hole large enough to allow the compass light plug to pass. I then cut out a piece of the original weathershield to mostly cover over the larger hole in the new weathershield. I would later seal off the small remaining gap with weather caulk.

19) On the advice of Edson, I obtained a product known as Tef-Gel from Amazon to prevent the corrosion and possible seizing of the bolts in the future. Follow the product's instructions. I used it on both the short brake plate bolts, which now need to be tightened, and the long bolts.

20) Replace the weathershield and then the compass mounting base. I had first left the damaged bolt in place to help guide the shield and mounting base. This, in turn, made the replacement of the remaining long bolts much easier.

21) Plug the compass light cable back in and wrap the plug with electrical tape.

22) Place the compass capsule into the base, making certain the general alignment is correct. You can still make final adjustments in the setting, using a

hand held compass, and then tighten the clamp.

23) The final step is to place the stainless cover over the compass and attach the light assembly.

Overall, this is not a difficult project. Many may believe it is not necessary to address a non-functioning helm brake. However, if you prefer to keep all of the boat's many systems functioning properly, this is an easy project to complete.

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CATALINA 350 INTERNATIONAL ASSOCIATION



Past C350 Association Technical Editor Bill Templeton

This will be my final submission as Technical Editor for the C350 group. Hopefully you will find my name as contributor to the C385 group a couple of pages back.... (I have already sent in a “quick and easy” increase in storage” article). I am most pleased to announce Scott Monroe will be taking over this column. You may recall the name from his most detailed and precise article “The Repedestalization of Southern Yankee” last Fall. Scott’s “bio” can be found in the Association News section.....I think you will be (as I was) most impressed. I have already “threatened” Scott with a write-up of my experiences replacing the waste valve last Winter for his first submission (September/Fall) as Technical Editor.

This quarter I present to you Michael Price’s article on replacing and relocating the heat exchanger in Journey, his 2005 C350 # 275. I think you will find the information and his procedure most relevant as the 350s are getting older and HX issues are probably in most of our (your) futures. I had to “service” my HX and replace an end cap a few years ago. If my HX had been located where Michael put his the job would have been much quicker and easier.

Farewell and thanks for letting me share “all-things 350” with you for the last 6-7 years.. **-Bill Templeton**, pbtemp6816@verizon.net

Heat Exchanger (HX) Relocation

By Michael & Maureen Price • SV Journey Catalina 350 - Hull #275

November 2017, we bought a 2005 Catalina 350 #275 which was a major upgrade to our 1982 Ericson 28 Plus. Over the past year we have worked to improve Journey which was already a very sound sailboat. Our past owner had problems with the Heat Exchanger (HX) mounted on the back of the M35B Universal and recommended a relocation effort. Enjoying our boat on the Chesapeake, we often noted a small coolant leak after running the engine. This typically was less than 2 ounces of coolant up under the engine. The coolant leak was more and more a nagging issue as we tried to locate the source. We suspected a small crack STBD fastening

strap which we later verified using a long strip of thin rubber tightened under the strap. The engine setup from the factory was understandable as the engine, HX and all were installed as a single package.

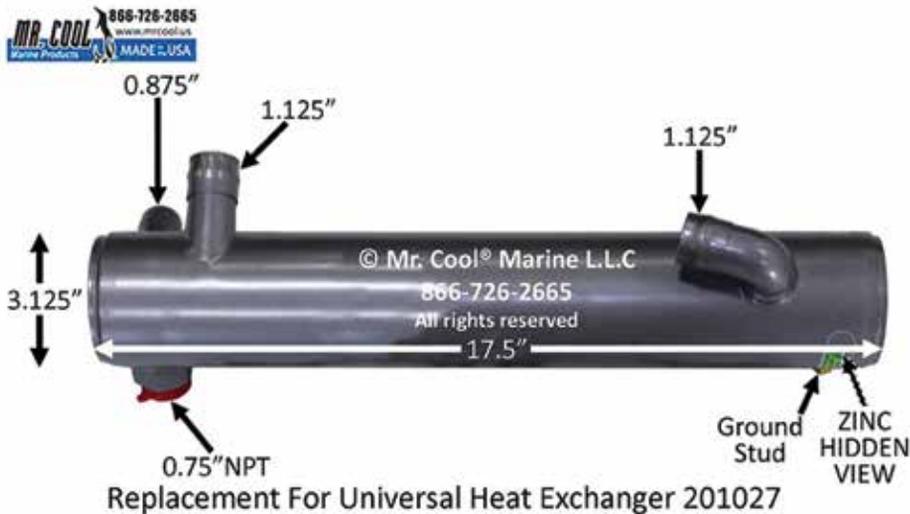
This Winter, we decided to send in the old HX for a repair and pressure test. But even with the small crack outside the tube repaired, the pressure test indicated the antifreeze (AF) was likely leaking into the raw water (RW) side. We contacted Mr. Cool and spoke to Russ who was very knowledgeable on these matters. Happy with his patience in answering my questions over several phone calls, we made the purchase

which came in under \$450 shipping included. Russ offered to swap out the engine mounting brackets for the aluminum saddle mounts since HX relocation was key to the effort.

Surveying a prospective area where we could mount the HX, we decided that the area under the Aft stateroom bedding, behind the shaft next to the muffler was best. Here a piece of plywood had been glassed in. We felt we could mount the HX there but noted a downward slope facing forward. This meant the HX would need to be mounted on something that provided a level platform. Using 1" thick Starboard, using two, one-foot pieces of Starboard, we shimmed the forward section up from 2" total height thickness to 3 ¾ inches. Seen in the photo, the completed platform was constructed with two pieces of 1" thick Starboard measuring 5 ½" wide by 12". In retrospect, it would have been easier to make the bottom piece 4" longer (2" forward and 2" aft) for mounting. Incidentally, the overall height of the level platform with respect to the previous engine location was about the same. Both pieces of Starboard and shims were secured with epoxy before drilling mounting bolt holes. The two HX aluminum saddles were fastened through the entire platform with countersinking the four bolt heads and flat washers from underneath. Self-locking stainless nuts and flat



Platform left FWD & Right AFT also showing NTP Elbow which will come from old HX



Mr. Cool HX - Email Release for this PIC enclosed

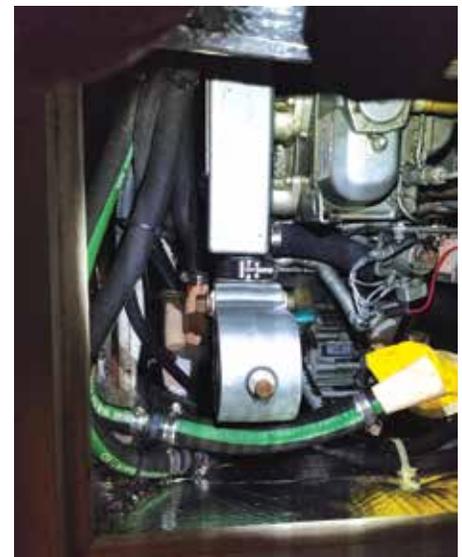
washers were use on top. For the entire unit, we fashioned corner blocks fore and aft to hold the unit in place. Final securing of the blocks was completed with #12 1-½" stainless screws and large flat washers. Warning!!! We were very careful in pre-drilling and screwing the unit to the plywood as we did not want to drill into the hull or the shaft log. With the blocks and the HX unit held in place from sliding forward or aft, we will ultimately secure both the blocks and the HX platform down with epoxy or 3M 5200 once good engine cooling is verified.

HX mock-up notes: The old HX has an elbow seen in the parts diagram that must be refitted to the .75" NPT fitting. With a large wrench and some Teflon Tape the Elbow item #13 on pg. 25 of the parts list, fit to the new HX. The Elbow is labeled 3/8 NPT to 1, marked item #13 on the diagram. Getting the overall platform angle of incline correct was frankly pure luck. After some rough measurements, we were able to zero a level on the HX platform, staged on the boat to zero with a full fuel tank, NO water in any of my tanks, and the boat cleared of all personal effects, food or items needed. Another thing to consider after consulting with Russ at Mr. Cool is that the SeaKamp HX should be oriented so the zinc and drain are as close to down as possible. Hose routing plays into this however.

With respect to hoses and true to all things boat, we had to address added complexity with the four hose fittings requiring three different size hoses. The aforementioned Raw Water (RW) 3/8

NTP to 1" elbow takes around 5 ft of hose. The other RW side of this takes .875-inch hose or 7/8 inch. We noted two things here – Both RW connections are in proximity at the end of the HX facing most forward albeit with different sizes, and both Antifreeze coolant (AF) connections are 1 1/8-inch hose both located inward toward center of the HX with one connection most aft of the unit.

We considered why hoses at the engine were coupled with clamps to



RW Hose Couplings 34 in. to .875 and 1 in.

larger hoses. This is a likely consequence of the anti-siphon installation located under the steps behind the panel. This install addressed previous hard engine start issues. We also considered that the differences in the RW inlet/outlet hoses of the HX may act to lesson water pressure at the HX for better heat transfer to the coolant. Whatever the case, the inlet and outlet sides of the RW pump are both 3/4" with couplings to different size hoses.

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(continued from previous page)

For the AF hose, the HX relocation needs two pieces of 1-1/8th inch hose. The first piece is replacing the 11" short piece coming from the aft manifold connection next to the mixing elbow (Ref M25xpb-M35b-m40b Parts Manual rev. 2 Pg. 25 Parts #s 29 and 4). 5-6 ft of hose did the trick from the exhaust manifold on the forward AF connection of the HX. The other aft AF connection, which was routed from a pre-molded hose from the front of the engine to the HX. We opted to remove the pre-molded hose and connect the 1 1/8th inch hose directly to AF Circulating pump (Pg. 47 part # 41). Running a longer section of 1-1/8th inch hose from the circulating pump connection at the front of the engine bending around aft toward the HX we required about 8 ft. of 1-1/8th inch hose but we recommend starting with a longer piece and cutting to length at the HX once everything is strapped



Finished showing Mounting Screws

in. This strategy necessitated bending the hose with enough radius to achieve the connection at the circulating pump at the front of the engine. Take care to ensure the hose does not contact the rotating belt. Though not easy, we felt this direct connection is better than using a coupler between the molded hose and the new hose.

Lastly, we have determined that blue stripe and green stripe hose probably aren't much of a concern Green being for sanitation and blue being for exhaust. In both cases, we opted for wire inserted hose all around as it will not collapse under suction. Also, our two RW hoses, which we installed first were routed below the exhaust. Two AF hoses were routed above exhaust.

With everything run, mounted, and strapped for sea trials, once the engine is re-commissioned, we will report on our cooling. Engine operating temperatures of between 160 and 170 degrees in all conditions and NO coolant drips will ultimately determine the success of the HX relocation. We will also monitor all new hoses for any chafing or heating contact to other engine components. Best of Luck! **-Michael Price**, SV Journey

New Technical Editor C350

Since being a wee lad, my eyes have been out to sea and hand on a sheet. Growing up in upstate New York, my big water was the Finger lakes, but with a youthful imagination, high winds, lake chop and a small Sidewinder sail boat I was sailing the high seas. It wouldn't be until much later that my attention turned to boats that could handle



C350 Association
Technical Editor
Scott Monroe

the seas and I graduated into a Catalina 28, which grew to a 320 and then setting comfortably into a Catalina 350. Alas, my big seas were still lakes, and just reservoirs at that, as I was land locked in the Dallas TX area (the lakes are bigger in TX!).

As life is full of changes, I landed an opportunity to move to Rhode Island, the Ocean State!! So, the Southern Yankee, our 2006 Catalina

350 was put on a truck and plopped in the ocean for the first time (for her and me). I have arrived! Despite the short sailing season, as New Englander's know, Narragansett Bay offers sheltered waters, great anchorages and many classic islands to set your compass to with names such as Nantucket, Martha's Vineyard and my favorite Block Island. I have arrived!

My story, though, isn't limited to my wife and I sailing into the sunset as we dreamed it might be. Having a forced career change several years back I decided to follow my passion over my profession and landed as a student at the International Yacht Restoration School (IYRS) in Newport, RI. My mechanical predisposition wanted to know how the Southern

Yankeeticked from inside out, and so I became a big sponge for knowledge, ultimately earning ABYC Master Technician with focus on electrical, electronics, systems and diesel engines.

Having taught college, as one of many occupations, the school brought me back as an instructor and I have been sharing my passion for marine mechanics with students at IYRS ever since.

So, I am very excited that I am getting the chance to join the team as Technical Editor for the Catalina 350 association and share my knowledge and passion for all that is hidden beneath the floor boards, bulk heads and cabinetry in our floating joy, know as the Catalina 350. **-Scott Monroe**, scott_monroe@verizon.net

Having a forced career change several years back I decided to follow my passion over my profession and landed as a student at the International Yacht Restoration School (IYRS) in Newport, RI.

New Cutlass Bearing and Prop for Fiddler's Green



C320 Association
Technical Editor
Warren Updike

Special thanks to Mark Cole for submitting this article. —**Warren Updike**, wupdike@hotmail.com

We had a pretty thorough survey done before we bought our C320. There were very few items on the “Do it Now” list; new flares, new signal horn, replace two fire extinguishers - mostly standard survey issues. Two items on the “Do it soon” list started bothering me on the boat’s trip to her new slip after closing on the purchase, and bothered me every time we motored. Those two items got crossed off the list during my first major haul out since buying the boat.

The surveyor called me back to the stern of the boat to show me some excessive movement in the drive train that he thought would cause vibration and wear when motoring. He grabbed the blades of the old two-blade folding prop and wiggled maybe a half inch of play in both blades. The bushings between the blades and the hub were gone and this had caused lots of wear. Then he grabbed the shaft and moved it at least a quarter inch - the vibrating

prop had worn the cutlass bearing. He thought it might be possible to have new bearings made for the prop, but it might be better to replace it. The cutlass bearing should be replaced.

Sure enough, every time we motored between idle and about 1,500 rpm there was very noticeable vibration. Enough to make the lid on the cockpit storage locker rattle. Replacing the prop and bearing quickly got added to the tasks to do during our first haul out. Picking the correct cutlass bearing is very straight forward; shaft size, inside diameter of the strut opening and length of the strut opening. For my boat (all 320s?) this is 1" x 1-1/4" x 4".

Just about the only game in town is Johnson Cutlass Bearings, made by Duramax Marine. Dimensions A, B and C in their catalog are for shaft diameter, outside diameter and length, so finding the correct bearing was straight forward, but did take some searching. Johnson makes, and Fisheries Supply (where I got mine) carries bearings for shafts from 3/4" to 6" and a length from 3" to 24". The bearings are made in either a naval brass sleeve or a non-metallic sleeve. The non-metallic version is made for “installations wherever corrosion or electrolysis is a problem”. I went with the naval brass

version and paid \$49.86 from Fisheries. (The 6" x 7-1/2" x 24" model sells for \$1,642.33.)

Picking the new prop took a little more thought. Most everyone I talked to suggested a Max Prop, but was that just from name recognition? Someone on the Catalina 320 blog answered my question about what prop to get with a link to the May 2009 article “The Ultimate Propeller Test” in the British Yachting Monthly magazine. The article compared 14 props, both folding and feathering, two blade and three blade to a baseline fixed three blade prop. Their test boat was an Oceanis 323 with very similar underbody and specs to the C320.

Tests included prop walk, maximum speed, forward thrust, thrust astern and stopping time. Based on results in these tests, I chose the three-blade Flexofold prop. Oh, yeah - it cost less than a similar sized Max Prop, too. Working with the company in Denmark turned out to be easier than I expected. They even had a tech specialist working US hours so you could call with questions without doing the time zone math.

And I did have some technical questions. In their original quote, Flexofold recommended their three-bladed prop. The two-bladed prop is a few hundred dollars less, so I asked how that would work on my boat. The tech rep strongly recommended the three-blade prop because of the flat underbody sections at the stern of the C320. Two-bladed props tended to cause a little vibration on the C320. I have a copy of the 1993 Catalina 320 specifications and it mentions an optional 15' diameter x 9" pitch three-blade prop. Flexofold recommended their 14x9 prop, saying the size and design of the blades of their prop gave the extra thrust to make up for the slightly smaller diameter. All told, the new prop cost \$1,935 delivered to my door by UPS. It arrived two days after I placed the order.

Decisions made, it was time to focus on planning the work. I started researching how to remove and replace a cutlass bearing. The first article I found talked about pulling the shaft and cutting through the bearing with a hacksaw blade! This was starting to



Fiddler's Green on the stands and the tools all laid out and ready.

CATALINA 320 INTERNATIONAL ASSOCIATION

(continued from previous page)



Flexofold 14x9 three-blade prop.

sound like a full day of work. I then found an article in the Tech section of the C320 Association blog that mentioned that the tool loaner program had a cutlass bearing press to loan out. It didn't take much research to figure out that was the route to go. A couple of emails with Bruce Stump and the bearing press was on its way to me. I had to pay shipping both ways and the bag of tools UPS delivered was not light, but this was still a much better process than removing the shaft.

The prop puller included in the bag of loaner tools made popping the old prop off a few minutes of work. Honestly, it took longer to adjust the prop



Bearing press in place and ready to go to work. Note the new cutlass bearing on the aft end of the shaft to help align the press and make sure the pressure is even.

puller and position it over the old prop than it did to remove the prop. Now I could focus on pressing out the old bearing and pressing in the new. The instructions included with the bearing press covered the work very clearly and, again, it was more time consuming to adjust the press and set it in place than to press out the old bearing. Well, almost. This job did take a little muscle at first twisting the wrenches to get the old bearing to start moving. Just about when I was starting to get concerned, the wrench became much easier to turn

and the old bearing started sliding out. The instructions mentioned using the new bearing as a shim on the outboard end of the shaft to make sure the press was aligned and pressing evenly along the shaft (see photo). It also helped a lot to have a friend helping out. The press is heavy and getting it placed over the shaft and aligned properly took more than two hands.

Out with the old - in with the new; it was that simple. Press out the old bearing, reverse the press and push the new bearing in. Time to move on to installing the prop. Again, thanks to great instructions from Flexofold, sliding the new prop on and installing the blades was very straight forward. They had a great suggestion about making sure the propeller hub was completely seated over the key in the shaft. The instructions recommend sliding the hub onto the shaft without the key in place and marking how far up the shaft the hub slid. Now remove the hub, insert the key and slide the hub back on. If the hub slides all the way up to the mark on the shaft, all is seated accurately. My propeller hub did this on the first try.

All threaded fasteners came with a blue thread locker that FlexoFold said was waterproof, so just torque them in to the specs shown in the instructions and I was almost done. The last part to install was a cone-shaped anode that the three blades fold around and that job was done. From popping the old prop off, replacing the cutlass bearing to taking photos of the new prop completely installed took three and a half hours. I'm sure I wouldn't have enjoyed this part of the haul out task list as much without the use of the loaner tools from the C320 Association.

After painting the bottom, buffing and waxing the topsides and completing a few other minor items, the trip back to our home slip went much smoother. The first haul out for Fiddler's Green was a success. **-Mark Cole**



New prop in the folded position.

Adding Aesthetic To This Cabin Sole



C30/309
Association
Technical Editor
Michael Dupin

A great article on resurfacing the cabin sole from someone whose job it was to work on boats and provided plenty of good tips for the others. Thanks for sharing Neil Dutton, it looks fantastic! **-Michael Dupin, dupin.catalina30@yahoo.com**

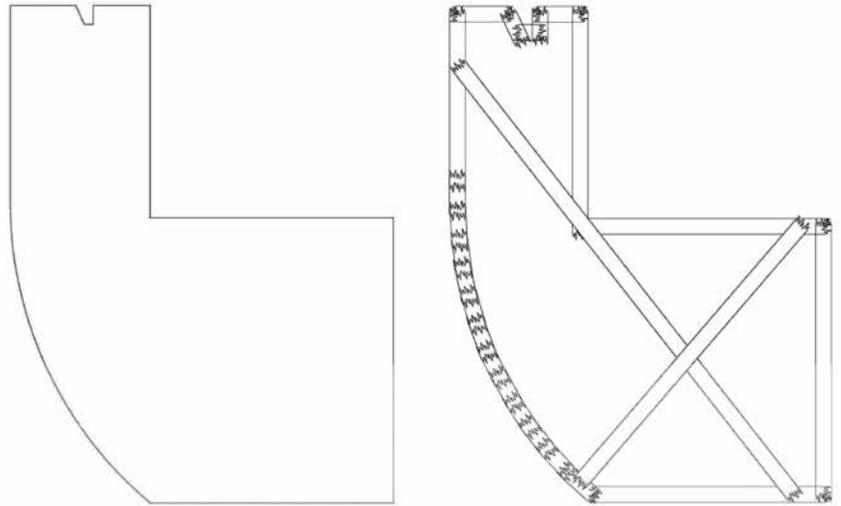
After fourteen years of service, Kalina's indoor/outdoor carpet was showing its age. I always intended the carpet to be temporary while other more nautical and elegant options were considered. Real edge grain teak and holly, the type of sole I installed in my previous boat, or teak and holly plywood were both off the table because of the hump to starboard of the engine and the generous hull clips forward, the areas of the cabin sole that turn upward to accommodate the hull curvature. The clips are most prominent in the V berth area and head but extend into the main salon on the starboard side, under the dinette and in the galley on the port side. Forming inflexible wood to those compound curves was doomed to be futile. Looking at flexible flooring, most seemed to me to be out of place on a boat.

Lonseal® to the rescue!

A friend called and asked me to help install Lonseal in his Ericson sailboat to replace a water damaged teak and holly plywood sole. When the project was done, I knew I'd found the right material. It met all of my requirements such as flexibility, non-slip underfoot, durability and appropriate appearance for a boat. Lonseal is six feet wide and available in lengths well beyond what is required for a thirty-foot sailboat so it was possible to do the project in a single piece without seams. To do so required a precise pattern. I couldn't imagine trying the project any other way.

Producing an accurate, detailed pattern is the most important skill necessary in accomplishing the project successfully. I prefer the stick and hot glue patterning technique I learned decades ago. I used thin lauan plywood (thin,

1. Pattern wood 1/16" door skin ripped to 1 1/2"
2. Break pattern wood to desired length
3. Overlap strips, hot glue at overlap
4. Glue in spots to hull to hold in place but only as necessary
5. Tighter curve = shorter pattern strips
6. Add diagonals to retain shape
7. Trace pattern to finished piece, fair curves



flexible plywood) available at a home center, ripped on a table saw to 1 1/2" widths, glued together with overlapping joints, the tighter the curve, the shorter the stick length. Considerations for patterning the Catalina 30 sole or any boat for that matter:

- There are no long, straight lines
- Corner radii are all different. I don't know why but they are. I measured the radius of each and wrote it on the pattern at each corner, then used a circle guide to lay them out when I traced the pattern onto the Lonseal material
- The cabin sole is not flat, as mentioned previously. The pattern must follow the curves at the engine hump and hull clips. The pattern wood is flexible enough to spot glue it down to the cabin sole to conform to the curves while patterning
- If you are new to patterning or have any doubts, I recommend trying it on a piece of indoor/outdoor carpet first. Handling it in a single piece replicates what you'll be doing with Lonseal. The cost is about 10% of Lonseal making the learning curve less painful
- The diagonals in the pattern are for angular stability



The tools needed for this project are modest except for maybe a table saw to make the pattern strips. A razor knife, hard squeegee, roller, notched trowel, circle guide and palm sander are about it. With the pattern made, place it on the rolled out Lonseal material. This is the time to deal with holly stripe alignment. Careful attention to alignment makes the difference between an elegant result and a hack job. You want the stripes to

CATALINA 30/309 INTERNATIONAL ASSOCIATION

(continued from previous page)



be parallel with what *appears to be the boat's centerline* and centered on the bilge openings. I said appears to be the centerline because it does not matter if it is the actual centerline but rather what looks like the centerline. This is all about appearance. I found using the bilge hatch opening as a guide for alignment worked well. Trace the pattern onto the material, refine the corner details and cut carefully with a razor knife. Cutting in one long motion is better than several short, start and stop motions.

Before Gluing

My preparation of the fiberglass sole was a good sanding with 80 grit paper in a palm sander, a thorough vacuum and acetone wash clean up. Protect yourself with gloves, safety glasses and a respirator during this process.

The adhesive I used was WEST SYSTEM® epoxy, 105 resin, 206 slow hardener for ample working time, thickened with 403 micro fibers. The viscosity I preferred was roughly between the consistencies of pancake batter and cake icing, just stiff enough so when

applied with a small notched trowel the ribs do not flow out. Do about a quarter of the surface area at a time and once the Lonseal is in place, roll and squeegee out the bubbles. Clean up the ooze out of the edges as you go. Bilge hatch treatment follows and is important to the look of the finished project. Lonseal recommends mineral spirits for clean-up but in California and other states I'm sure mineral spirits are no longer available so choose your solvent substitute carefully. You'll have plenty of scrap Lonseal left over for spot testing solvents prior to use. This is a quote from a Lonseal Technical Data Sheet:

“Clean Up: While still wet, remove residual adhesive from the flooring material with mineral spirits applied to a clean, dry cloth. Use acetone to remove any fresh/wet adhesive from tools. Never apply acetone directly to the flooring material as this will mar the surface. Always use caution when working with acetone or mineral spirits. Cured adhesive is impossible to remove from the surface of the sheet vinyl.”

Total investment

All in all, the budget is in the area of \$800 for a Catalina 30. Principal materials are one piece of 6' x 14' Lonseal material, two quart kits of WEST SYSTEM epoxy and a 6 oz. container of WEST SYSTEM 403 Microfibers. My time investment was 16 man-hours.

-Neil Dutton, (nduttonc30@yahoo.com) sails his 1977 Catalina 30 Kalina, Hull #600. He worked for four different sailboat companies: Columbia/Coronado, Capital Yachts (Newports, Neptunes and Gulfs), Jensen Marine (Cal, Ranger, Luhrs, DeFever, O'Day) and finally Islander Yachts. His employment history was evenly split between hands on production and administration.



For These Summer Days, Re-Insulate Or Not Re-Insulate The Icebox?

In a recent topic on C30's Group. io (groups.io/g/catalina30), the topic of the notoriously poor insulation of the C30 icebox generated more than 40 responses in two days! Two approaches to the problem stood out as having equal merit but being diametrically opposite.

Ron Waclawik's winning strategy was to improve the box's insulation by adding insulation all around.

"On my 84 C30, I shot expanding foam all the way up to deck level between the hull and the ice box via a piece of flexible plastic hose taped to a wooden dowel (to direct the stream.) A tight fit, but I managed to dump 2 full cans back there. After it cured, I trimmed excess that had bulged, then cut 1" Home Depot Blue Foam insulation board to fit, surrounding the back, bottom, and drawer side of the ice box. I taped the foam pieces together and covered the foam board with 'metalized' duct tape (used for taping foam plenum and ducting).

I run an Isotherm fridge conversion with horizontal freezer compartment, and make ice in no time. I also use the optional Isotherm 120v "battery eliminator" that runs the unit directly from shore power when available. I also have the thick lid insulation (from CD.) Lastly, I keep a rubber plug in the drain to prevent air movement. Sixth trouble free season, stays cold in the hottest weather. My only regret is that I located the compressor unit in the port locker, on the shelf. Convenient, but the location gets hot in the sun. If I had it to do over, I'd glass in a platform under the quarter-berth cover.

From the factory, the tubing between compressor and evaporator comes precharged with coolant. The coolant is a once only connection... If you ever disconnect, you lose your coolant. So, we leave it as is, unless I come up with some way to recharge the system to factory specs. I suppose it is possible to put a tee in one of the coolant lines, but becoming a heating/cooling expert is not on my bucket list. In between maintenance and upgrading the boat, I am trying to find time to actually sail it." —Ron Waclawik, Delta G #3619 waclawik=ptd.net@groups.io

Another winning strategy, by Neil Dutton, was to choose to not worry about it...

"Why fight a losing battle? Probably the truest words in the entire thread.

With considerable time and effort you can make improvements beyond the factory insulation but it likely won't make a significant difference. Also, there are other improvements you can easily make. For example, put a stopper in the drain hole so the cold air isn't constantly dumped into the bilge. You can drain the ice box periodically as needed but at least you'll no longer have an open vent at the worst place. Another measure is to elevate the ice out of the liquid melt. Heat transfers 25X greater via liquid

than air so having ice sitting in a puddle is a big negative.

Would refrigeration be considered if it could be done as efficiently as possible (we do what we can)? I've had it for 14 years (ice box conversion) without a single hitch and have enhanced the overall system along the way. I've made no effort to improve the factory box insulation and have reached a point where its power consumption is close to but not quite net zero. Everything is a trade-off but for me the pros outweigh the cons. For starters, think about the added available volume without 20 pounds of ice inside." —Neil Dutton, nduttonc30@yahoo.com

I've made no effort to improve the factory box insulation and have reached a point where its power consumption is close to but not quite net zero. Everything is a trade-off but for me the pros outweigh the cons. For starters, think about the added available volume without 20 pounds of ice inside.

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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!*

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#12, Chesapeake Bay

fpoa34@aol.com

#13, Lake Lanier Georgia

toneydot@me.com

#14, Florida East Coast

bob@s-i-inc.com

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#1 San Francisco Bay, CA

www.southbeachyachtclub.org

#2 Marina Del Ray, CA

800.501.1378

#3 Long Island, NY

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

#4 Lake Erie, OH

jpaint412@msn.com

#6 Seattle, WA Tacoma & South Sound, WA

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

#7 Tampa/St. Petersburg, FL

AV8RSailor@verizon.net

#8 Long Beach, CA

http://www.cat30fleet8.com

#10 Galveston Bay

www.fleet10c30.com

#11 Chesapeake Bay, MD

www.sailccyc.org

#12 North Atlantic (MA)

www.allcatalinane.org

#13 San Diego, CA

www.sdcatalinaassoc.com

#18 Long Island Sound (CT)

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#24 San Pedro, CA

jerinbill@roadrunner.com

#26 Lake Texoma, TX/OK

512.835.8680

#27 Barnegat Bay, NJ

(no contact)

#28 Lake Ontario, NY

www.locac.ac

#29 Chelsea on Hudson, NY

salcerniglia@optonline.net

#30 Hampton Roads, VA

http://fleet30.org/index.htm

#31 Clinton River, MI

drpost6290@yahoo.com

#32 Lake Lanier, GA

rrose@deltaenv.com

#35 Southwest Florida

(see Fleet #7)

#36 Lake Perry, KS

913.677.3143

#37 Vancouver Island, BC

gm@bonnor.com

#38 West Michigan, MI

http://www.lmca.com/

#40 Lake Pleasant, AZ

602.867.0650

#42 Cheney Reservoir, KS

thegreenwoods@sbcglobal.net

#44 Santa Cruz, CA

clubmanager@scyc.org

#45 Columbia, SC

szymanskim@msn.com

#46 Grapevine Lake, TX

atanua.sail@gmail.com

South Shore Yacht Club, Milwaukee, WI

http://2011c30anationalregatta.com

Other regional C30 Fleets

CRACA Columbia River, OR

celtic-myst@attbi.com

KLACA Kerr Lake

doncourtney1@aol.com

OSCA Rhode Island

www.oscafleet.org

SBCYA Long Island, NY

www.sbcyc.org

CSMB Santa Monica Bay

millerjonathon@mac.com

Lake Hefner, OK

bluwater30@cox.net

Fleet #69, Austen TX

http://www.catfleet69.com

GC3, Alabama

GulfCoastCatalinaCruisers.com

Let us know where you sail!

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

INTERNATIONAL ALL CATALINA ALLIANCE (IACA)

25th Anniversary Mac Bay Get-a-Way Summer Rendezvous in 2019

By Karen Meyers

LAKE MICHIGAN CATALINA ASSOCIATION

On a warm, summer Friday afternoon, the members are assembling for their yearly gathering. Around a line of picnic tables covered in brown paper, lively conversation is fueled by cold beer and wine. Tales of past sailing adventures are shared and friendships renewed. Then, the call comes to clear the tables and bring out the pool noodles - dinner is served!



As the pool noodles are grabbed and placed along the tables, the feast is lifted from the boiling pots and poured onto the tables between the barriers - a scrumptious mix of shrimp, sausage, potatoes, onions, and corn on the cob. The barriers are removed, condiments added (cocktail sauce, butter, salt and pepper), and napkins-on-a-roll distributed. The hungry crowd is seated along the row of tables. No silverware required! Just as everyone is almost full

This annual event began in 1994 with a small group of energetic sailors wishing to have more knowledge, racing, and great Catalina fellowship.



to the brim, watermelon is served to top off the meal. So begins the annual rendezvous of the Lake Michigan Catalina Association (LMCA). In July of 2019, the LMCA will host their 25th Annual Rendezvous from July 12 - 14 at the Macatawa Bay Yacht Club. The signature event of the organization is the Mac Bay Get-a-Way held at the Macatawa Bay Yacht Club near Holland, Michigan. This annual event began in 1994 with a small group of energetic sailors wishing to have more knowledge, racing, and great Catalina fellowship. The following year, LMCA was formed. Attending will be members from the LMCA as well as our sister club in Chicago, Catalina Fleet 21. Vessels come from nearby Michigan ports including Muskegon, which is about 35 miles away. Others sail in from Wisconsin, Illinois, and Indiana. The LMCA, comprised of almost 50 members representing 33 boats, was formed to promote the enjoyment of ownership, sailing, cruising, and racing for the owners of Catalina vessels as well as other makes of watercraft. Activities of the association extend throughout the non-sailing season as well with events that include: Fall Wine Tour, Holiday Gathering, and Spring Fling Get-Together. The weekend of activities

begins immediately following the shrimp boil with an opportunity to “give back” to the sailing community. Members donate items, disguised in brown wrapping, to be auctioned to provide youth camp scholarships for West Michigan sailing clubs (hence the name, Brown Bag Auction). In the last two years alone, we have collected close to \$1,700 for this cause. Saturday’s agenda is full of food, education, and fellowship. Breakfast is provided with lots of coffee for early risers. Then, seminars are offered on a variety of topics such as sail care, best styles of life jackets, MOB, electronic maps, line handling, and more.

Presentations are provided by the Coast Guard including the use of flares and flare guns. Classes are followed by lunch. Saturday afternoons are reserved for additional seminars and/or fun



INTERNATIONAL ALL CATALINA ALLIANCE (IACA)

(Continued from previous page)

activities such as dinghy races (where the rower is blindfolded!) and the Tour d' Boats, when members have the opportunity to visit others' boats at the marina to view various styles of boats and improvements made to them...and have wine along the way!

In the evening, we gather again for our annual picture with our backs to beautiful Lake Macatawa, followed by a delicious dinner overlooking the lake, and capped off on the patio listening and dancing to "Two Dudes in Flip Flops". Those that are able arise on Sunday morning for one last breakfast together, awards and farewells before heading home. Mac Bay Get-a-Way would not be possible year after year without the help from many hard working LMCA officers and Board members, the Fulbright family at Sail Place, the entire staff at Macatawa Bay Yacht Club, and our sponsors. Their efforts make the summer rendezvous successful year after year.

For more information on the LMCA, visit our website at www.lmca.com or contact by email at info@lmca.comp.



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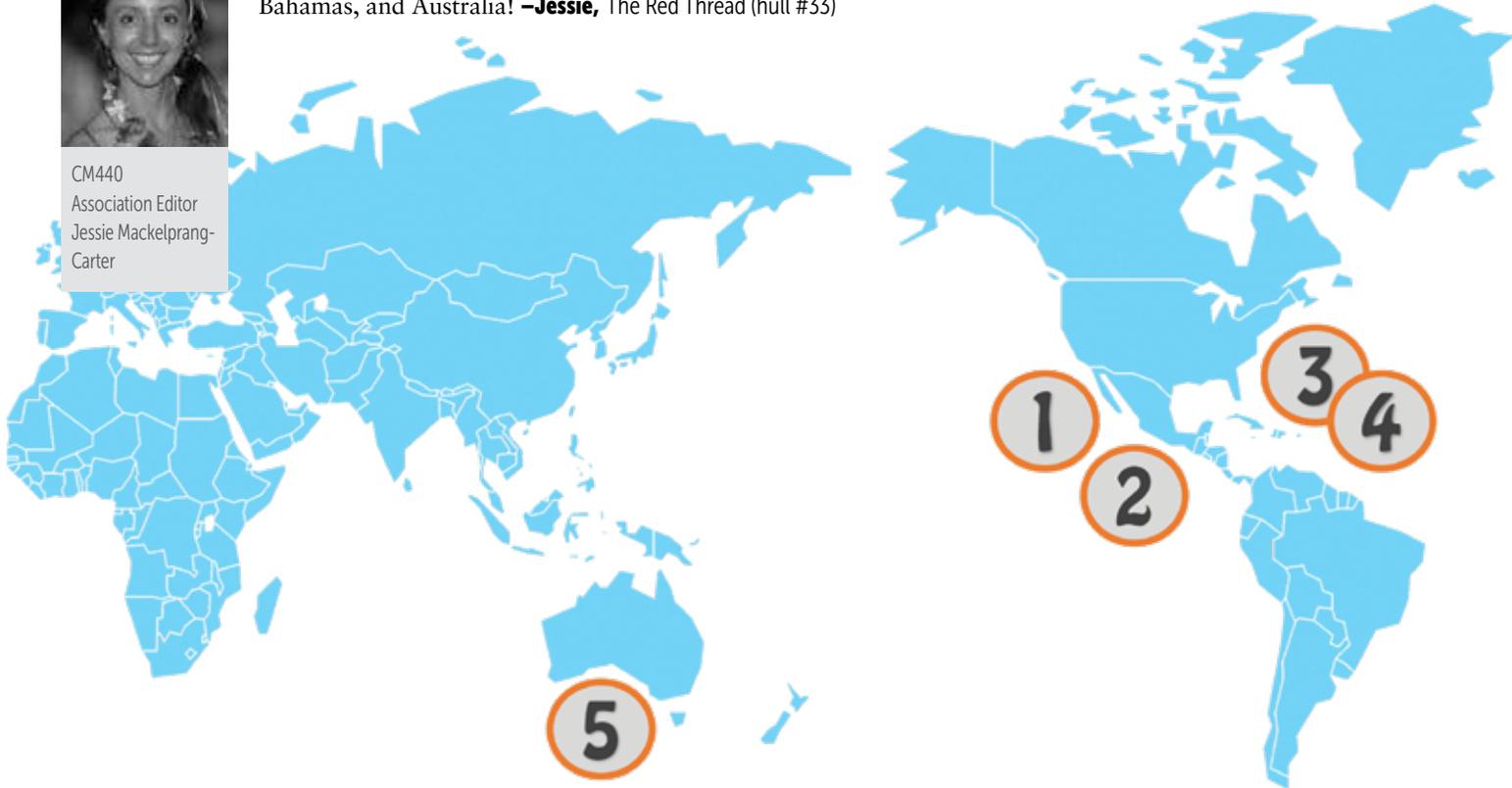
CATALINA MORGAN 440 NATIONAL ASSOCIATION

Where in the World are CM440s?



CM440
Association Editor
Jessie Mackelprang-
Carter

The CM440 fleet may be small, but they get around! Here are a few of the places CM440s have explored in recent months...Mexico, the United States, the Bahamas, and Australia! **—Jessie, The Red Thread (hull #33)**



1. Cuba Libre 3 – Hull #36

Location: Topolobampo, Sinaloa, Mexico – 25°4 N 109°0 W

Topolobampo, Mexico, on the mainland side of the beautiful Sea of Cortez, was a new stopover for Cuba Libre 3 the past two seasons. A remote small town that is a large shipping port, it requires a 12-mile entrance through 18 sets of buoys to find Marina Palmira Topolobampo. A fun surprise our second year was being remembered and welcomed back by the local “cocina economica” restaurant. **—Linda Richards & Orlando Duran**



2. Volare – Hull #43

Location: Bahía de Zihuatanejo, Guerrero, Mexico – 17°38 N 101°33 W

Foxy the sailing dog enjoys all the comforts of her CM440 floating home. She takes us on regular morning hikes. This February 2019 hike along a rugged trail lining the bay provided a great view of Volare at anchor, with a backdrop of the city of Zihuatanejo. This city hosts the Zihuatanejo International Guitar Festival each spring, during which talented musicians play at beach venues, allowing boaters to enjoy music while at anchor. **—Jessica & Adam Heinicke**



3. Joy – Hull #22

Location: Key West, Florida, USA – 24°33 N 81°48 W

Here we are aboard Joy coming into Bight Marina in Key West, Florida. I actually had to get on Channel 16 and ask the dockmaster to alert the “tiki hut” to please move a bit and let us turn into our slip. That little boat was just leaving the fuel dock, heard our call, and asked the hut to move over. It was the beginning of lots of laughs that only happen in Key West! **—Diana Borja Ogan**

(Continued on next page)



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CATALINA MORGAN 440 NATIONAL ASSOCIATION

(Continued from previous page)

4. Trixie – Hull #48

Location: Elizabeth Harbour, Great Exuma, Bahamas – 23°31 N 75°45 W

This winter Trixie made her third trip to the Exumas, a chain of over 300 islands in the Bahamas. We departed across the Gulf of Mexico on October 22, 2018, sailing along the Florida Keys, then across to the Exumas. We returned on February 24, 2019, backtracking the same route. We sailed a total of 1,886 nautical miles and enjoyed a wonderful trip. My sister came down for two weeks to enjoy time on the boat. This was the last sunrise of her this cruise.

–Paul LaRoux



5. The Red Thread – Hull #33

Location: Sorrento, Victoria, Australia – 38°3 S 144°7 E

Since completing our voyage across the Pacific from Seattle in early 2017, Neil and I have been living in Melbourne, Australia and working to save money to resume cruising in a few years. Between Christmas and first days of 2019, the height of summer in the southern hemisphere, friends flew in from the US to visit. We sailed Red Thread from Melbourne across Port Phillip Bay to Sorrento, a charming seaside town dotted with kitschy shops and ice creameries. At sunset on New Year's Day, we



snapped a few photos on the bow to document the beginnings of our next big adventure. Here, I am 31 weeks pregnant with our newest crew member, Sawyer Knox, who was born on January 30, 2019. **–Jessie Mackelprang-Carter & Neil Carter**

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report

C34IA Membership remained steady at 527 from last quarter, and includes 34 C355s.

Reminder: For those of you in this area for your cruising plans this season, the Canadian Catalina Rendezvous at Telegraph Harbour on Thetis Island will be held on July 12-14, 2019 (Friday to Sunday) [contact: sailorguyrob@gmail.com].



C34/355
Association
Secretary
Stu Jackson

I almost forgot: Last July we celebrated our 20th year with Aquavite. Seems like almost yesterday. Great boat, even I can keep her floatin'.

Boating from Home: On Valentine's Day I was planning to go to the boat and then pick up some flowers on the way home.

Before I left, Cory noticed there was a sailboat we could see from our house that was tacking back and forth in light winds but going nowhere. She suggested that I call them on the VHF we have at home, but I demurred knowing it isn't legal to use one from land. When I returned mid-afternoon, she brought me up to speed. She'd kept her eye on the boat for the next hour and it appeared to her that the boat was snagged on one of the crab traps, so she called the police. They suggested she continue observing and call them back in an hour or two if the boat was still there. She did. Eventually a tow boat roared up from Cowichan Bay three miles away and towed the sailboat from the bow and freed it! Even though it's winter here we call still get into boating activity right from our home!

Les & John's Epic 2019 Extreme Winter Cruise: I met Les Troyer and John Shepard at my first Roche Harbor

Catalina Rendezvous in May 2017. Les is the Tech Editor for the C36 Association. In March 2018 I joined them for a Winter Cruise in the San Juans, and it was the first time I'd ever worn my ski gear on our boat. This year they planned to sail from their homeport in Everett to Vancouver BC for the boat show. In February! They invited me to join them, which would involve a 45 nm trip from my berth across the Strait of Georgia. I declined, suggesting that I'd enjoy visiting and cruising with them if they returned home via our Gulf Islands. They left Everett on February 6th, attended the boat show and then sailed south in sunshine across the Strait with a new third crewmember, Ward, who was visiting from New Jersey. We had planned for me to meet them at Thetis Island, sail together to Saturna to meet another friend, and then on to the San Juans. The weather forecasts were dire, predicting cold windy condi-



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CATALINA 34/355 INTERNATIONAL ASSOCIATION

(Continued from previous page)

tions and lots of snow, so when they called upon entering the Gulf Islands, I regretfully declined to join them. They reported that they'd gone from bright sunshine to restricted visibility with heavy snow once they got to Trincomali Channel. They understood that because my boat does not have diesel heat, radar and AIS my choice was realistic. They didn't go to Thetis, but anchored overnight at Annette Inlet, a place I had introduced to Les last season. The next day they got to Saturna where they experienced heavy winds and

more snow at the public wharf. They returned safely to Seattle to drop Ward off for his flight home, and they got home to Everett on the 17th after a journey of over 300 nm. It was truly an Extreme Winter to cruise. Our weather has been 5C colder than normal for more than a month, and local C34 skipper John Langford (Calypso, #1431) advised me: "This winter has been hard on boaters and it's not over. The norther just keeps on blowing down here. Even my hardest winter sailing buddies are staying at the dock." Not hard to

understand why. Kudos to Les, John & Ward. We do plan to meet up in May in Roche Harbor.

Our third winter here in British Columbia continues to beat records for low temperatures and snowfall. My friends are finally beginning to believe it IS all my fault!

May you all have a great 2019 season. And, as always, many thanks from all of us to all of you for supporting the C34IA.

-Stu Jackson

The Changing Fortunes That Challenge Our Sailing Environment

By Dottie Toney, Scarlets Way #1614

Fleet 13 has experienced changes that have impacted our boating horizons, but our friendships are still strong! A few of our fleet sold their homes here and moved to one of the Southern coasts. Others moved just their boats there for easier access to the adventures provided by the open waters of the Gulf and the Ocean. These sailors and friends have graciously invited those still lake-bound to join them in some of these adventures. For example, Bill and Mary Ellen Gray have taken several of us to explore the Abacos and other parts of the Bahamas. As we sailed past beautiful homes on the shore, we day-dreamed of establishing a Fleet outpost there. So far, that has not happened! I do have many photos, though, of the homes we thought would be a fit for us.

The biggest change for us on Lake Lanier is one over which we have no control: lake levels. Back in 2007, our lake, which is full at 1071 feet, was down 20 feet at 1050.79 due to drought and the water's being released to the Chattahoochee River for the needs of the people in Atlanta and further downstream. There are lawsuits about the

The biggest change for us on Lake Lanier is one over which we have no control: lake levels.



Wishing for more water!

legality of it all, which are still undecided.

Lake Lanier was so low that most boats either could not leave their slips due to the berms below on which their boats then rested—or would prevent their moving out. Bruce Whyte remembers "when we used dinghies to move around slowly and map the 'new' lake bottom. "Sailors shared knowledge of newly-developed shallow points we needed to avoid. Tops of houses and trees became visible, as Lake Lanier was formed by flooding that portion of north Georgia in 1956.

Now, fast forward to March 2019. Lake Lanier has reached its highest level in more than 40 years and its third-highest level of all time. The all-time lake level high was 1077 in April 1964. In April 1977 it reached 1076. According to the Corps of Engineers, the level on February 24, 2019, reached 1076 again, more than 5 feet above full summer pool level of 1071. I have attached a photo of the gangway to this sailor's boat at Sunrise Cove Marina, showing it to be 5 feet below the water. Norman Plotkin took the photo and explained that to get to his boat on the

same dock, a friend came over in his dinghy and delivered him to his boat.

Now, this writer is 5 feet, 3 inches tall. I would only have 3 inches above the water level if I tried to walk the gangway! Power to the docks is an issue, and floating debris is also a danger.

The Corps of Engineers says, “The dynamic is created by what’s going on south of us because there’s only a certain amount of water we can release. If the rains hit south of us and they’re very waterlogged, that means we can’t release as much because that increases the chance of flooding.”

That’s what’s been happening in the sailing environment of Fleet 13. We still have our on-and-off the water events, and even those who have chosen to sell their boats due to health issues are actively involved in our group. Love of our boats, boaters, and boating is still the glue!



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CATALINA 30/309 INTERNATIONAL ASSOCIATION

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Send in your pictures, technical modifications, trips/destinations stories, etc.)

As Max's interview in the feature section of this issue illustrates, the C30 has been around for a while and net



C30/309 Association Editor Michael Dupin

new ideas/modifications are hard to come by. However, as the piece by Neil Dutton in the tech section of this issue also demonstrates, there seems to always be something new to improve or something old to resurface for those who might have missed it. A lot

of C30 are changing hands and with new owners comes new humph for modifications.

So, have you done a cool modification on your beloved C30? Is there a modification that you wish you had done earlier? Submit your ideas to dupin.catalina30@yahoo.com and your project might make it here!

Do you have great pictures of your C30? Maybe it's a shot while racing; maybe it's a short while anchoring. Mainsheet hasn't had a cover featuring a C30 for a while. As you sail this summer, think of picture perfect moments and snap a picture! Send it to me (address above) and it might even make it on the cover of Mainsheet! With the advances in technology, you

don't need a professional digital camera anymore. Most cell phones have a native resolution enough for print (even enough for the size of the cover). Don't be shy!

Did you have time to go on a cruise or are you planning on doing so? Send your story (address above) with pictures for a chance to be featured.

Finally, do check the association's website: catalina30.com. It needs a face lift (help welcome) but a lot of good information is in there. It also contains the Ship Store, a list of all the good discounts available to us from a variety of vendors. Thank you to all the readers for supporting the publication and the association!. **-Michael Dupin**, dupin.catalina30@yahoo.com

Treasurer's Message

As will be noted in other sections, I am turning over my Association Editor



C30/309 Association Treasurer Max Munger

duties to new and enthusiastic owners. This will not be my last contribution. Nor should it be yours! The Mainsheet continues to be our primary contact with all members. So be sure to write, take pictures and send your articles to the editor.

Along with this change, I need to reduce the backlog of Mainsheet copies in my garage. Please use the website

backorder form to select desired issues (all the way back to number #1). I am offering a special price of just \$0.50 per issue plus shipping costs. These will be the last hard copies of the Mainsheet available anywhere! Owners will have to pay for digital copies in the future.

The association Treasury is in great shape. Regatta, secretarial, website and Mainsheet expenses are minimized and no increase in dues is anticipated. When you do renew, consider the two year reduced rates as many members already do.

The 2019 National Regatta will be in Racine WI on Aug 2,3,4. The notice will be on the website soon, so keep checking the events schedule. Regional

members will be notified by mail/email. Looking forward to seeing many old friends at the races! **-Max Munger**, max-munger@verizon.net

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CATALINA 22 NATIONAL ASSOCIATION

Championship an Celebration

The Catalina 22 National Sailing Association and the Tsa-La-Gi Yacht Club are only a few weeks away from the start of the 2019 Catalina 22



C22 Association
Editor Rich Fox

National Championship Regatta and Catalina 22 50-Year Anniversary Celebration to be held on Fort Gibson Lake, Oklahoma the week of June 1-6.

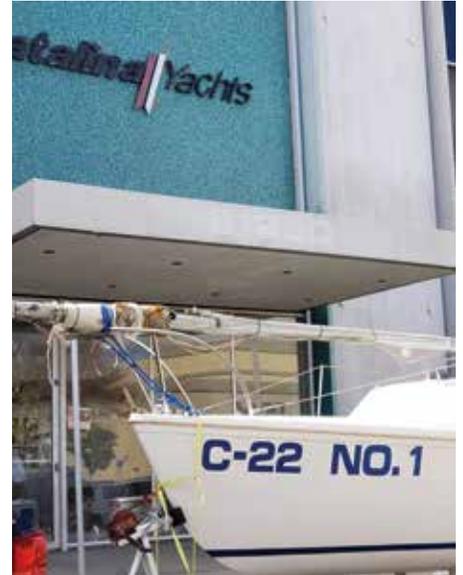
As part of the celebration, the boat-of-honor,

Catalina 22 hull number one, will be on display to allow those in attendance to touch and be photographed with this historical boat. In addition, the Catalina 22 National Sailing Association will be providing souvenirs of this milestone event in the form of souvenir coins, posters, special awards, a printed keep-sake event program, and much more. Throughout the week, Catalina 22 sailors from around the country will gather celebrate the fun of sailing a Catalina 22 as we also say thank you to Frank Butler and the entire Catalina Yachts team for designing and building one of the most successful sailboats of all times, and for introducing so many people to one of life's greatest pleasures - sailing with family and friends. Thank you Mr. Butler!

Racing for the National Regatta begins on Monday, June 3, with two or three races expected each day, and

concluding on Thursday, June 6. Race results and photographs will be available on the Catalina 22 National Sailing Association website.

Although the National Regatta is our premier event, there are lots of other fun Catalina 22 sailing activities on this year's calendar. The Catalina 22 Fleet 10 East Coast Cruise is June 21-29 on Chesapeake Bay, Maryland. The Catalina 22 Great Lakes Cruise is the week of July 21-27 on northern Lake Michigan. The Catalina 22 Summer Slam Regatta is the weekend of July 27-28 on Fort Gibson Lake, Oklahoma. The Eagle Creek Sailing Club Governor's Cup Regatta is September 14-15 in Indianapolis, Indiana. In Grapevine (Dallas), Texas, the Grapevine Sailing Club's Gold Rush Regatta is also the weekend of September 14-15. And the Region 4 (Great Lakes area) Championship Regatta is scheduled the weekend of September 28-29 on Cave Run,



Kentucky and hosted by the Cave Run Sailing Association. A complete list of events is available on the Association's website. **-Rich Fox**, rich_fox@yahoo.com

As part of the celebration, the boat-of-honor, Catalina 22 hull number one, will be on display to allow those in attendance to touch and be photographed with this historical boat. In addition, the Catalina 22 National Sailing Association will be providing souvenirs of this milestone event.



Photograph of hull number one with Duncan McBride, Frank Butler, Sharon Day and Mitch Moses. Photographs by Katie McBride.

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S/V Malena, a Catalina 36 Mk II moored at Two Harbors, Catalina Island, So California. Photo taken by owner Steven Jones, C36/375 IA Facebook Administrator.

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DD 6-1, 1 in. tubing

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

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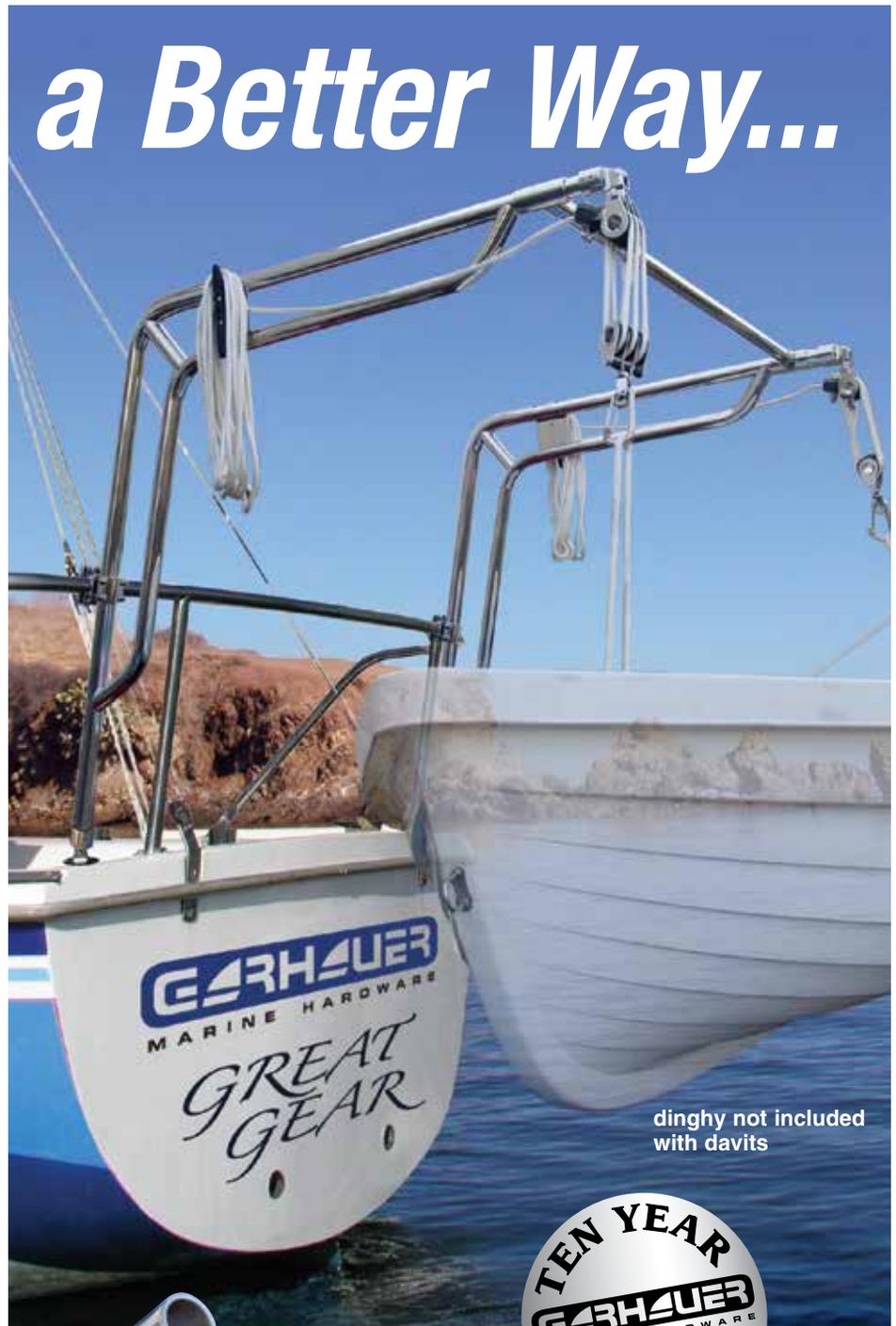
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