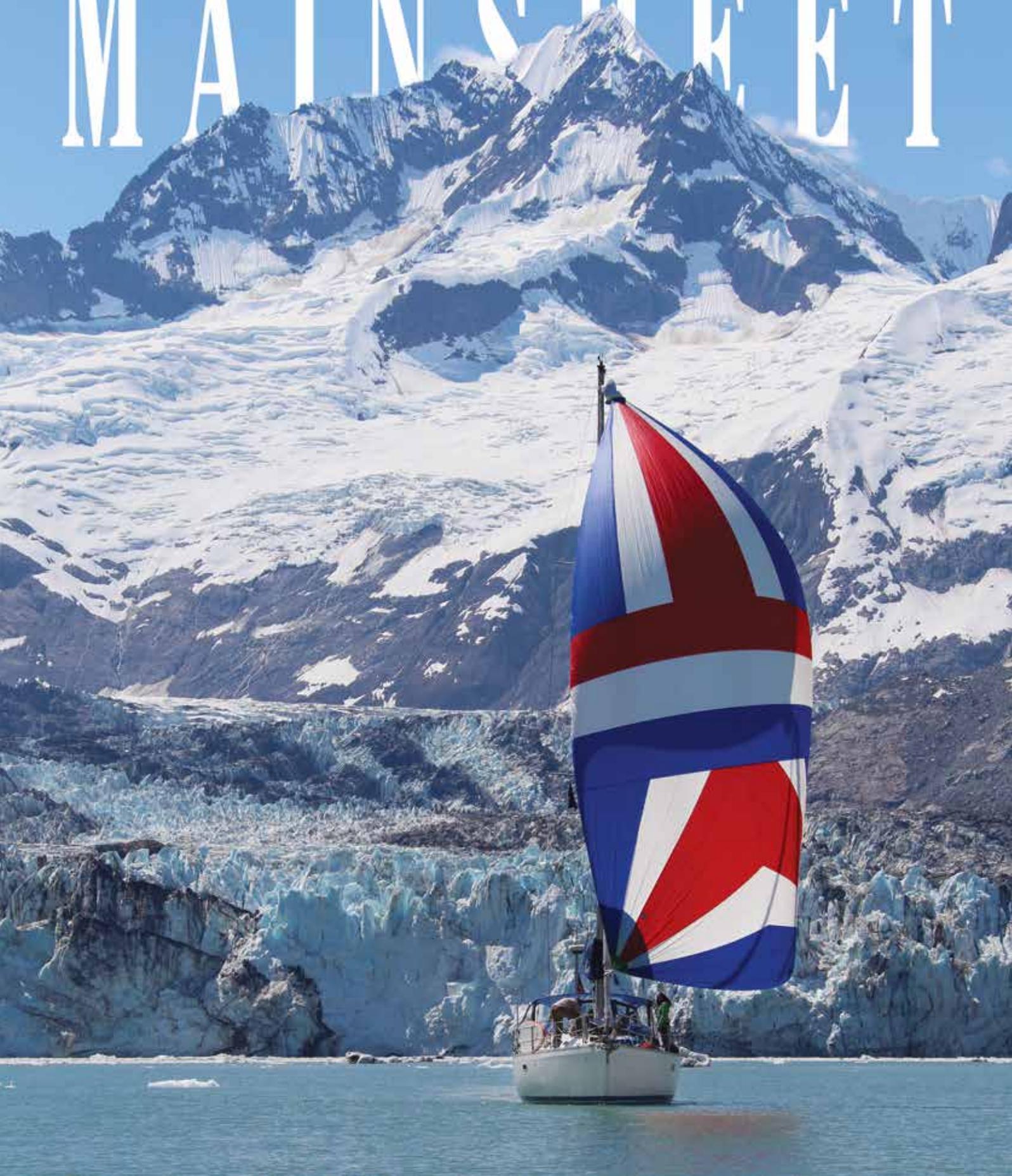


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VOL. 36, NO. 3
FALL 2018

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EDITORIAL:

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

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

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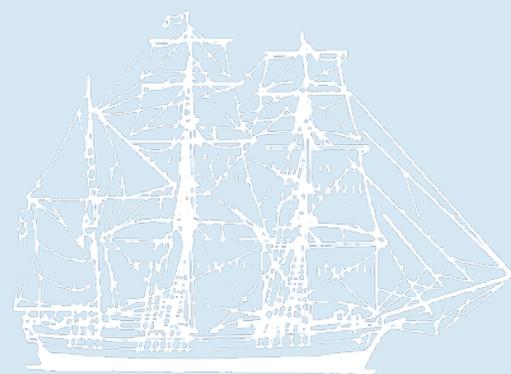
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EDITOR'S BARQUE

The Cover Hunt

There is always a last-minute struggle to get a great cover shot. Our goal is always something that grabs your eye with a wow. Obviously, action photos, close crowded mark rounding or jammed starts etc. can be very interesting. There are always sunsets, sunrises, colorful spinnakers and close crew work but even these tend to be some what routine. Unusual backgrounds are always a good bet as the present cover, which is an outstanding photo.

The other necessary ingredient which is paramount is the resolution factor. A photo can look sharp but when we must enlarge to cover size, the photo becomes too soft. To even make this more of a challenge, if the original photo was taken as a horizontal instead of a vertical, this is most often a deal breaker.

We love to get perspective cover photos, so please keep them coming along with a short "cover story." Hope yours is the next one to make a future cover.

– Jim Holder

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Erin Beverly stands guard on the 4th of July sail at the Johns Hopkins Glacier, Alaska.

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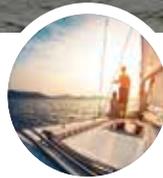
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Close Encounter:

What's In A (Boat) Name?

By David Allred • C320

To paraphrase T. S. Eliot, the naming of a boat can be a difficult matter even if you are searching for a mere suitable name and not the boat's, "ineffable effable, Effaneneffable Deep and inscrutable singular Name." When I married my wife, she already owned a Catalina 30 (not that that had anything to do with my marriage proposal). It was a beautiful boat and dazzling to one who had sailed only small day sailboats. However, the boat was named Joint Venture. For my wife, the name embodied an effort with a former partner to find a shared interest. That seemed like a perfect name for what turned out to be a wistful, but unsuccessful, quest for common ground. I, on the other hand, with my youth spent with considerable exposure to the 1960's counterculture, saw the name as a virtual invitation to law enforcement authorities to stop and board at any time to search for drugs. It's funny how one's life experiences color one's perception of something as simple as a boat name. In any event, we married and sailed Joint Venture with increasing skill and pride.

One summer afternoon, we were sailing on Lake Lanier just north of Atlanta, Georgia. There was a nice breeze and we were having an enjoyable sail on the northern part of the lake when officers with the Georgia Department of Natural Resources approached and signaled us to heave to. Since we were fully compliant with all regulations and were abiding by the law, we had no reason for concern. After checking for life jackets, flairs, and other safety equipment, the officers asked me to move from Joint Venture onto their

patrol boat. They had decided to administer a breathalyzer test because I was at the helm and holding a beer can when they approached. As I sat in the patrol boat waiting for the results of the test, my wife adroitly sailed Joint Venture in circles because we were in the middle of the lake where the depth was far deeper than our anchor and rode could accommodate.

After about thirty minutes, the officers completed their test (BAC of .01) and general questioning. They pulled alongside of Joint Venture and I started to re-board. As I pulled myself into the cockpit, I asked one of the officers why they had stopped us in the first place. He said the stop was routine, but that the boat's name was also "intriguing." Apparently, at least one of the officers had spent some of his youth as had I. That episode, the only time in almost thirty years of sailing that we have been stopped, has been a fond story when the subject of boat names arises.

When we bought our new 2000 Catalina 320, we spent considerable time discussing her name. We finally settled on the perfect name for us—Romance. We have been sailing Romance on the Chesapeake for eighteen years and, so far, that name does not seem to have contributed to any untoward adventures. If you are looking for a boat name, I hope you find the perfect name, too.

The naming of a boat can be a difficult matter even if you are searching for a mere suitable name .



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View from the Bridge:

They Say You Can Never Go Back, But...

By Jim Holder • Publisher/editor, Mainsheet Magazine • C15

Back in the early 1900s a genius named Thomas Edison surmised Southern California would never survive without water and electricity. His solution was unique and simple, but absolutely a massive undertaking: dig a tunnel from the bottom heart of the High Sierra snow pack to the western side of the mountains. Once the melted snow cleared the mountains, build a dam, form the first lake, 7000 feet, and start water flowing through a series of dams and electric generators on its way south.

To say the least, it not only delivered needed electric power, it benefited central farmlands all the way to Los Angeles. Unbeknownst to Thomas though, with the first of many dams he also created one of the most beautiful dinghy sailing venues on the West Coast, bar none, Huntington Lake California.

Over the years, the Fresno Yacht Club has utilized this now well-known venue to host scores of well-run regional and national regattas for many different classes. Sometime about the mid 1990s, the Coronado



Jim and Ole looking good (photo by Barbara Sadlo)



David Rumbaugh 1st place (photo by Carol Vandenberg)

15s showed up for their national regatta with 96 boats. Wow, the largest C15 fleet ever sailed anywhere or since. I myself have spent many fantastic weeks at Huntington, hiking, camping, sailing and just enjoying nature. Unfortunately, recent years of unbelievable dry weather and lack of snow had shut down Huntington for a several years, but the recent record snow in the mountains has revitalized this beautiful lake, and the C15s are headed back for a national regatta with the eagerness and expectations of years past.

Yes it's 2018 and I have been invited to go back by my long time competitor and friend, Ole Eichhorn, who said I could drive his C15 "It's the Water".



Allison Jolly 2nd place (photo by Carol Vandenberg)

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Lessons Learned:

Tough Boat

4,000 miles from San Francisco to Panama in a Catalina 36

By Michael Joyce • C36/375

I retired two years ago, handed over the burgee as the San Francisco Bay C36 fleet captain, and started my cruising adventure aboard Interlude, a 1998 C36 MKII tall rig, #1664. We passed under the Golden Gate Bridge



Mike Joyce Before

September 25, 2016, and turned left. Goal: The Panama Canal and up the East Coast to a little beach near Milford, Connecticut where I learned to sail almost 50 years ago. I thought it might take five years.

The first 1,000 miles from San Francisco to La Paz, BCS, Mexico was our shakedown. Though relatively small for a cruising boat, the light, fast C36 is roomier and more comfortable than cruising boats five or ten feet longer. Interlude never lost ground to another monohull with a similar waterline. She rose to every

occasion and performed flawlessly. I grew confident the C36 was tough enough.

Beyond La Paz, the Sea of Cortez, and Mexico's stunningly beautiful Gold Coast, the passages get longer, the infrastructure thinner, the dreaded Gulf of Tehuantepec is no longer a concept. It is real and getting closer every day. "The Papagayos" start to enter conversations. Turns out The T'pecers are a lot like crossing The Slot on SF Bay, just a few hours longer. My lesson learned from an easy crossing: Wait for a weather window, go as fast as you can, hug the beach, and trust the boat. The Papagayos were another thing.

Papagayo Winds dominate Pacific coastal weather from El Salvador to Costa Rica and are strongest the full length the Pacific Nicaragua Coast. High pressure "on the other side" in the Gulf of Mexico forces venturi winds across Lake Nicaragua just a few miles inland causing offshore flows on the Pacific side from 25 to 45 knots for weeks at a time.

Our first 24 hours out from Bahia del Sol, El Salvador, were sporty but uneventful. Breaking waves were running down the port side weather deck and pouring into the cockpit every few minutes. Waves slamming into the port bow and arcing over the foredeck were getting below where the shrouds came through the deck on the starboard side. Several portlights were leaking. Water

The first 1,000 miles from San Francisco to La Paz, BCS, Mexico was our shakedown. Though relatively small for a cruising boat, the light, fast C36 is roomier and more comfortable than cruising boats five or ten feet longer.



Interlude at King Harbor, California (Greater L.A.)



If you think you have to wait, you don't. The right boat to go cruising in is the one you have right now. Give it a try.

was dripping down the inside of the coach roof onto the electronics at the nav station, which I tried to protect with towels. Crew and equipment readiness were both deteriorating, and we were facing at least one more full day, another 24 hours to the next safe haven. I put together a ditch bag.

Just a little bit later, while I was below, the wind jumped up to 45-ish knots and the double reefed main exploded. Interlude pirouetted head to wind and we motored off toward the beach, the rag that had been my mainsail snapping and popping in the gale force winds.

I took it as a sign and decided to make a strategic retreat 15nm in the wrong direction, but downwind, to a minimally protected anchorage. Immediate improvement, as apparent wind dropped from the 30's to the mid teens and low 20's with the change in wind angle. Two hours later the hook was down and so was I. Eighteen hours of rest and a sail change later I had the time and energy to clean up and thank Catalina for building a boat that was tougher than it needed to be.

Back underway, the next day was windier, and I was smarter. A hanky for a jib and the main safely flaked and tied down gave me six knots SOG, motorsailing at low RPM's on my desired heading about 0.75 miles off the beach to minimize the fetch. Turns out the Catalina 36 sails well under nearly bare poles. Life was decidedly better, but even on a good day conditions like this are exhausting.

Just the unrelenting noise of 30 to 40 knots saps strength. Going forward is a life decision, even with jacklines... If I go over the side there is no one to pull me back. There is very little "sailing" can be done. I set up the boat for the day and hunkered down.

"Setting up the boat" is survival mode. It is putting your life in the hands of the people who laid up the hull, installed the bulkheads, bedded the through-hulls, stepped and rigged the mast, and maintained the engine that my life depended on for a very long couple of days. Who knew a Catalina 36, almost 20 years old, could take that kind of beating? A real test. Passed. Tough boat.

There was still a week to endure in the windiest anchorage I've ever seen, with chop breaking over the bow, waiting for a window to break out and get to Costa Rica



Paraiso on Mexico's Gold Coast

where forecasts called for 10 to 20 knots and flat seas... The Promised Land... And beyond.

So if you own a Catalina, and think you can't, you can. If you think you have to wait, you don't. The right boat to go cruising in is the one you have right now. Give it a try.

Be ready to work harder and have more fun that you could ever have imagined. Be ready for mind blowing sunsets, great rum drinks and some of the best friends you will ever make. Dolphins, whales and rays? Oh my! Absolutely and in abundance... Be ready to feel alive, and if you feel overwhelmed at some point, park the boat and take a break. I'm currently sitting in my son's living room with his dog curled up next to me on the sofa...

I loved my time in Mexico. I'm grateful we survived Nicaragua and the dreaded Papagayos, thanks to a

tough boat that did more than I had a right to ask. Costa Rica was expensive and beautiful. Pacific Panama has been even more beautiful IMHO with top tier infrastructure for parts and repairs.

A little caulk, tighten some fittings, replace some damp electronics and Interlude will be ready to go. She is currently resting in Panama with plans to transit the Canal in the fall of 2018 and anchor in Milford summer 2019. Then? Who knows? I can't wait to see what's around the corner. I know she can handle it.

Tough boat.



"Be ready to work harder and have more fun that you could ever have imagined. Be ready for mind blowing sunsets, great rum drinks and some of the best friends you will ever make. Dolphins, whales and rays? Oh my!"

– Mike Joyce (After)

One Shot

The glory shot of the Alaskan fishing and tourist town of Juneau, on the way to Gustavus.

Story and photos by:
James Marc Beverly, PhD
Erin R. Beverly, ARNP

Flying into Juneau is always amazing on the northbound approach during clear weather. Being from the desert, the Northwest and Alaskan region has always had a place in my heart, but this time was especially meaningful.

Our friends Jeff and Fran Sharp had made a decisive purchase of a Catalina 40, and invited Erin and myself on a couple of occasions before the trip to Alaska. They sailed from Washington state and hosted several other couples aboard their ship, but we had the good luck of the Glacier Bay venue in early July.

Being a mountain guide from the desert, sailing was a foreign world to me. I understood the physics but only appreciated the craft from afar as I never had the opportunity to go sailing before. I wasn't sure how Erin would do sailing, but she took to it with a fervor, and over several years of a few short trips, she developed a nautical bond. There's nothing that can connect us with the sea like a sail in the wind that transports us over water, all the while being so close to nature. The silence of the wind in a sail is something all sailors appreciate and share. It allows us to hear everything else around us.



Erin with a smile reflecting contentment and peace in one of the most beautiful places on Earth.

I've always had an aversion and fear of Davey Jones' locker, so putting all of my confidence in Team Sharp to take Salpare to the termination zone of some of the most spectacular glacier venues in the world should not be underestimated.

On the 4th of July, we headed into the John's Hopkins Inlet to see the glacier meet the sea. The inlet juts out from the salt water steeply to the ethereal peaks surrounding Mount Fairweather at 15,325 feet. Although I've seen many peaks of such elevation, I have never witnessed one so close to ocean.

The expected calving of the glacier gave us a show to remember as we sat for a couple of hours and had lunch, but an active glacier like this makes more sounds than a normal glacier. It groans and booms a clap of thunder as it settles and collapses under millions of tons of its own weight in ice, dirt, and stone. In the narrow fjord it sounds like a fireworks display, so fitting for Independence Day.

Then Jeff and Fran launched their red, white, and blue gennaker as we had winds coming off of the glacier. We saw a cruising ship that was not allowed to come inside the inlet, but through binoculars we could see the deck packed with people and cameras trying to get a shot of us sailing amongst the ice bergs.

It's a bit rare that the peaks are not enshrouded with clouds, but we got lucky, and I couldn't resist jumping in the dingy to try to get some good photos of a moment that I will always remember and inspire me.

After much excitement and pleasure of sailing, we made our hosts some homemade "glacier-ritas" with our favorite tequila at our anchorage that evening. We have all been mountaineers and climbers, which is how we met, but Erin and I caught the Catalina fever. Our trip to Glacier Bay was two years ago, and we are enjoying our first sailboat now after a shotgun move to the coast, a Catalina 30. We only get one shot at this life, and one chance to make the most of each day.

There's somethings that can join us all together, even with so much diversity in the world, and sailing is one of them. We consider ourselves fortunate to be able to look forward to a good life sailing. Perhaps we will turn into cruiser types someday, but we have more to learn before exploring foreign shores on our own. ■



Erin & Fran coming back from a close up visit to the Maggiore Glacier



Salpare's owners and hosts, Team Sharp



It's almost tropical, but not quite. Erin on the SUP at the Reid Glacier.



How to Organize a Catalina Rendezvous

Having just returned from my 20th, and possibly my last, rendezvous (not by choice) I thought I would share how our C42/425 Fleet 12 in the Pacific Northwest has grown this annual event from an idea to the well-attended and much anticipated event that it currently is.

BY KEN FISCHER

LOCATION

This year’s rendezvous, attended by 27 boats and about 60 people (including three children), was held at the Roche Harbor Marina on San Juan Island, WA State. This was not a random choice. We have been returning to Roche for years after utilizing many other locations which, while enjoyable, had their limitations. Roche is ideal: Off-season rates, lots of space, two large FREE tents with BBQs, heaters, tables and chairs. They come to our boats for registration. Roche has beautiful facilities including a store and shops, restaurants, sculpture garden, disc golf course and hiking trails – something for everyone. We have had no complaints. So the lesson here is shop around until you find the location that best suits your interests. Don’t be afraid to ask for what you want. You may not get it for free, but there might be some negotiation.

ADVERTISE

We contact our popular sailing mags such as 48° North Sailing Magazine and of course the Mainsheet. Monthly emails are sent out starting in January. We use past attendance lists and the C42/425 membership

list (all Association presidents have access to these and should share with responsible organizers) to send out our monthly updates. 1st is the “Save the Date” announcement. Be sure to include contact info in every notice. 2nd sets location and any other known info. The rest add details and build interest. Pictures of the location and amenities help generate interest. Posters in marinas and boating stores can also help. We do all the above but have found that “word of mouth” is the best way to generate interest. Enthusiasm is contagious.

AGENDA

Create an agenda. It can be sketchy at first and fill in with time. A rendezvous can be as casual or structured as you like. Smaller groups need less structure since they spend more time getting to know each other the touring boats. Larger groups need activities to ensure everyone has something to interest them. Pot lucks and “Appy hours” are a must. Boat touring is great for groups just getting to know each other.

Pictured above: 2018 C42/425 & Friends Rendezvous at Roche Harbor

PRESENTATIONS

I think all sailors enjoy learning more about their boats and the sport. This part can be hard for some who are a little timid. It gets easier with experience. 1. The Coast Guard is always eager to give presentations and inspect boats. 2. Customs and Border Patrol if you are near one of our international borders. Our CBP officer was entertaining as well as informative. 3. Vendors. If you deal with one on a regular basis don't hesitate to ask for a demo or talk about new technology and products. Don't forget to ask if they might have some free samples. 4. Local interest. If your rendezvous location has history, an interesting natural feature or activity, consider finding a speaker or arranging a tour (Roche has a gin distillery & Deer Harbor had a wetlands rehabilitation project.). 5. Fellow sailors are an amazing resource. This year one of our attendees gave a presentation on NEMA 2000 and another, an emergency room doc, gave an excellent talk on safety at sea – what to do for heart attack, stroke, drowning and more. Last year our veterinarian member gave a talk about pet health aboard.



Man Over Board Drill

TRAINING

Women at the helm- I have taught numerous women, some who had never taken the wheel, to drive their boats in close quarters, long distances around obstacles in reverse, dock and retrieve overboard cushions. Their confidence soared and their husbands were happy to see it. MOB training with a volunteer (wet suit helps) is extremely valuable. It's not easy to pull someone back in especially if you are a woman. I personally like the line toss. So many boaters have no clue how to properly toss a line dock hands suffer for it.. Knot tying is also well received. Make sure you have enough pieces of line for everyone.



Women at the Helm Training

FUN ACTIVITIES

This is where you can get really creative. There is the tried and true blind dinghy race and our decorated dinghy contest was a big hit for the second year. We have tried disc golf and poker runs where cards were hidden around the area, clues given and the best poker hand won. The most hysterical might have been the "Cat Toss". No animal was harmed in this production. 2 opposing players tossed/swung/hurdled a stuffed, non-aerodynamic cat with a tail across to a tub - 3 pts for a sink, 2 for a leaner and 1 for close (alcohol consumption only increases the hilarity).

I hope this helps those who have asked about starting rendezvous in their area as well as encourage others to give it a go. ■



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Dare we depart on **FRIDAY THE 13TH?**



“Security is mostly a superstition... Life is either a daring adventure or nothing.” -Helen Keller

Cruisers are a superstitious lot.

Some sailors wouldn't dare embark on a passage on a Friday, let alone Friday the 13th! We decided to tempt fate on our passage between the Gambier and Austral Islands of French Polynesia. As we readied to boat for a week at sea, Neil and I teamed up to tie down Ms. Sassy, our temperamental dinghy, on the bow. During the mundane endeavor, Neil slipped, his feet rocketing out from under him and his face careening directly into her fiberglass undercarriage. Face down, he slapped Ms. Sassy's bottom furiously amid a barrage of swear words, some of which cursed our decision to depart on Friday the 13th. Neil sat up, looking as if he'd taken a right hook to the bridge of his nose, and with a bright red abrasion carved in the center of his forehead. Yes, sailing across the Pacific is indeed a most hazardous endeavor!

We weighed anchor just before 10 am on Friday the 13th of May 2016 and motored through the necklace of coral that surrounds the Gambiers. Seas were lumpy, at 3 meters every 9 seconds, but our CM440, The Red Thread, was well-stowed and the skies were blue. From the get-go we set a good pace and raced under full sail at over 6 knots

within a few miles of Romano, a British-flagged Najad with Mike and Gill aboard, with whom we'd been buddy boating since Rapa Nui (Easter Island).

They say bad things come in threes. The second Friday the 13th mishap involved one of Neil's precious scotch glasses. A treasured gift from his brother, he had two glasses etched with the logo of his alma mater, the University of Washington. Both had survived for thousands of sea miles tucked in the corner of our dish cabinet, but it seemed King Neptune required the sacrifice of one. I opened the cabinet to retrieve a plate, and the shattered remains of one of his glasses stared back at me...

Friday the 13th's final trick also took place in the galley. Late in the afternoon, I was busy cooking a large pot of green curry with half a saddle of freshly slaughtered pork we'd bought from an islander just before departing. We were living without refrigeration in an effort to wring the last breaths of life from our waste of a battery bank (which we would later replace in Tahiti), and every nibble of fresh meat aboard our ship was in the pot, which was, I admit, too full to be simmered in a seaway. I lifted the lid to give the concoction a stir just as we heaved to starboard. Our gimble stove cocked backwards and then abruptly rocked the other direction as we rolled to port. The stovetop cover that generally rests unobtrusively behind the stove caught the lip of the pot and flung a ladle of curry, white potatoes, purple sweet potatoes, onions, garlic, carrots, and several hunks of pork behind the stove. I shrieked so loudly that Neil assumed I had been injured, and moments later he was at my side. Overfilled the pot as I may have, I naturally blamed the stove, who had robbed me of pork and precious rounds of our last remaining carrots!

By Jessie Mackelprang-Carter
Catalina Morgan 440

I dropped to the galley floor and folded over crossed legs, eyes inches from the floor. With the aid of barbecue tongs, I reached beneath a hot oven (I had bread baking) and retrieved as many morsels of food as I could clench with the tongs and plopped them back into the pot above. All the while my husband—his face abraded from the morning rendezvous with the dinghy—balanced the gimbaled stove with one hand and a now not-so-overfilled pot of curry [above my head] with the other.

We had paid the piper, which paved the way for the lovely sail we experienced thereafter. Conditions soon improved. We were graced by splendidly easy sailing, with light but consistent winds and fair seas, and the spinnaker we hadn't hoisted in nearly 5,000 nautical miles finally got to fly. The peacefulness of it all was worth the snail's pace.

We are sailing downwind along the 23rd parallel on seas as flat as the plains of middle America in a mere 6 knots of breeze. The only sound I hear is the gurgle of our hull skimming through the Pacific, the telltale sound that Red

Thread is trotting at just over 4 knots. Not even the breeze utters a whisper.

And like the hem of a silk nightgown dancing delicately in the breeze, the foot of our spinnaker sashays in the twilight. A three-quarter golden moon dangles teasingly amid billowing clouds, cascading gilded ripples across the sea. The moon reappears beneath the nightgown's hem just before the bow dips ever so gently, curtsying again and again and again. There is a spine-tickling sensuality to the scene.

Lovely, lazy sailing

There were no aggressive seas selfishly tearing a kayak from our stanchions, like the passage to Rapa Nui, nor back-to-back gales to test our stamina and conviction, as between Rapa Nui and the Gambiers. Other than hand-steering for several hours daily to compensate for our dilapidated batteries, the passage was flat out easy. We ran our Honda 2000i generator multiple times per day and turned on our chartplotter only intermittently to conserve energy. Our only breakages were the whisker pole, which fell onto

the lifelines when the topping lift cleat broke free when we were deploying the pole in the pitch black of night, and chafe at the luff of one of the batten pockets. Both were manageable and would be easily repaired in port.

We set a record for our slowest 24 hours in our 10,000 sea miles, covering only 84 nautical miles and, courtesy of a full moon and benign conditions, we sailed through a night under spinnaker for the first time ever. Our days were delightfully mundane, as we succumbed to the zombie-state of watch routines, meal prep, sail trim, and attempts to entertain ourselves. Neil read and watched movies. I read and wrote and turned the galley into a lab of culinary experimentation. I felt gratitude for the simplicity and monotony of the sail. On the afternoon of day 5, my logbook entry reads, "Enjoyed a pamplemousse topless on the bow in the sunshine." If that isn't a most delicious taste of freedom, I don't know what is!

The hand of bananas gifted to us by friends we'd made in the Gambier became a menace aboard. All of the fruit ripened at once, and we ate



28-inch yellowfin tuna caught on a hot pink hoochie approximately 400 nm from land.



Filleting the day's catch!

Vista from the summit of Mount Hiro on Raivavae, arguably one of the most stunning islands in the South Pacific.



bananas until we questioned whether banning the fruit altogether might be easier than ever consuming it again! Banana bread, banana muffins, banana pancakes, banana smoothies, bananas on oatmeal, bananas straight out the peel, bananas, bananas, blasted bananas! To be whinging about a banana surplus was a manifestation of how little we really had to complain out.

The aroma of banana bread, my mama’s recipe, is wafting from the galley oven and swirling with the scent of salt on the air, making my tummy growl. Daylight has broken my night watch, and the glow of the morning sun is diffuse behind the sea of clouds that blankets the sky, adorning it with a patchwork of shapes and shades of gray. It’s 7:30 am and only days separate us from the Australs, French Polynesia’s southernmost and least-visited island chain.

Mid-passage, we hauled in a 28-inch yellowfin tuna, and my cooking bonanza intensified! Beer-battered fish tacos (awesome!); dill, garlic, and lemon butter tuna steaks (divine!); fish head stock for soup (good); and eggs benedict with scratch hollandaise sauce (borderline failure). I even tried my hand at pickling the tuna (tasty!)

Two days later, as dusk fell and our fishing lines had already been pulled in, our depth sounder began to ping at 95 feet when we were in more than 10,000 feet of water! Neil quickly unspooled the handline and before he could fully release the line, we had a bite! He was a child fishing from the kiddie pond! Minutes later, our second 28-inch yellowfin tuna of the passage was being filleted in the cockpit! We turned on the refrigerator, pleased that we would have tuna to share with our friends upon landfall.

On the morning of our seventh day at sea, the spires of an emerald island palace etched the horizon and begged us near. Raivavae. Luihi the totem who resides in our cockpit laughed gleefully in the breeze, his hair a mop in a tornado, as we motored through the pass into Raivavae’s lagoon. We arrived with sun-kissed cheeks, eager to celebrate another successful passage beneath our bluewater belts.

Hereafter, we shall embark upon passages on Friday the 13th whenever the option presents itself! Will you?

Passage perks

- Point of departure: Taravai, Gambier Islands of French Polynesia; 23°08'.932S 135°01'.409W
- Point of arrival: Rairu, Raivavae, Austral Islands of French Polynesia; 23°51'.985S 147°41'.347W
- Distance traveled: 756 nautical miles
- Total time: 7 days, 3 hours
- Engine roaring: 6.5 hours
- Sails soaring: 164.5 hours (96%)
- Average speed: 4.4 knots

Author’s bio

Jessie and her husband, Neil, set sail from their home port of Seattle, Washington, in 2014 aboard CM440 hull #33, The Red Thread. In early 2017, they docked in Melbourne, Australia, where they are currently working to refill the sailing kitty. Read more about their adventures at www.svtheredthread.com. NOTE. This article is adapted from a previously published post on the author’s blog.



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CATALINA 470 NATIONAL ASSOCIATION

Heavenly Stairway



C470 Association
Technical Editor
Joe Rocchio

By co-authors: Jack Brunner, Joe Rocchio

A few harrowing slips as I descended the companionway stairs on Drop of the Dew's (C470-55) last season, led me to the decision that it was time to replace the worn out

and no-longer "non-skid" stair treads before launching this year. After some investigation, I decided on Treadmaster

non-skid decking by Lewmar. This material is available several colors and in several textures from many marine suppliers. I chose the diamond texture in teak. While it might be harder on bare feet it seems sturdy and long lasting. One sheet (47-1/4" x 35-1/2" x 5/64") was sufficient to do the job for the six stairs. [Note: this material is also available in pre-cut oval tread shape with a self-adhesive backing.]

I decided to remove the steps and work on the replacement in the heated comfort of my home as I wanted to do the project before launch this spring.

The top step is through-bolted to the bulkhead of the aft stateroom and access to the fasteners is gained by removing the mirror or in the case of Drop of the Dew, behind the flat-panel TV I installed in its stead.

The remaining five steps are attached to the engine cover/stair-unit. I attempted to loosen the bolts used to fasten the steps to the stair-unit but I did not have the strength to loosen them with even my biggest Phillips-head screwdriver. So I decided to remove the whole companionway unit. I figured sooner or later I would want to remove

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The result, good-looking and safer companionway stairs!

it to access the Yanmar and this was the time to learn before it had to be done short-handed while in the middle of nowhere.

First, I removed the stainless-steel hand rails. Then I pivoted the stair-unit forward to its maximum position. This is limited by the sink cabinet so the stair unit is not resting fully on the sole. With the help of a friend who awkwardly steadied it, I was able to remove the stair-unit portion of the hinges. Without the railing in place, the stair-unit was not too difficult to hoist through the companionway opening.

At home, I removed the old non-skid material using a heat gun and a

putty knife. This required minimal effort. I then cleaned the old glue off the stair with acetone. Using a template, I cut the Treadmaster to shape. I found that that it has to be a few millimeters smaller than the inner rim of the stair tread depression in order for the thicker Treadmaster material to sit flush on the surface. I did some extensive research before selecting 3M 90 spray adhesive, which is water and heat resistant. I did not want to use epoxy as perhaps someone might want to remove the Treadmaster in the future.

I was very apprehensive about reinstalling the stair unit. How was I going to hold the odd shaped unit while

trying to line up the hinge screw holes? Here is what I discovered: With the three hinges attached to the aluminum angle iron strut of the base, I positioned the stair-unit in the closed position over the engine. The top holes of the stair-unit-side of the hinge leaves are then accessible from underneath when the lower step/front engine access panel is removed. I simply inserted the top screws into the three hinges, then carefully opened the stair unit and inserted the remaining screws. There was no acrobatic drama and the job really can be done with one person. In retrospect, doing this in reverse would make removing the stair cabinet a one-person job.

The result, good-looking and safer companionway stairs!

Joe's Note: On SV Onward (C470-126) I have noted that the fiberglass "frame" of the stair tread becomes smooth with use and is extremely slippery when a wet shoe or foot contacts it to a greater extent than the tread when descending the companionway stairs (of course, usually when one is in a hurry). A tread that is slightly raised relative to the fiberglass frame should help reduce this hazard.

– **Jack Brunner and Joe Rocchio**,
jjr@onward.ws

A Caulking Good Idea

Why is the towel-rug we have just outside the companionway hatch walk-thru so wet after a rain? So Peggy's query to me aboard SV Onward, C470-126 went. When I got around to looking, I could not figure out the answer. And so it continued for some time. Then, during the course of an extended tropical downpour, the source of the problem became evident. Rivulets of water were trickling down on both sides of the companionway hatch board slides – from the gutters on either side.

OK, but now, how did it get there? The entire area under the dodger was dry – so it had to be coming from an area just outside. A post-deluge inspection of the deck just forward of the dodger revealed that the caulking around the hatch cover was not all that it should be. There were no clear areas that showed gaps. However, a close inspection showed hair-width cracks running almost the entire length of the caulking between fiberglass of the deck and hatch

cover. The caulking had simply aged and was now allowing water to wick in – probably mostly by capillary action. The major contribution was likely coming from an area with a slight depression in the caulk bead.

The solution was simple if a bit labor intensive. All the old caulking was dug out. I used my Ryobi-One reciprocating multi-tool scraper blade to gently remove the old caulking without leaving scratches. I then thoroughly polished and cleaned the surfaces with acetone. To make the re-caulking process easier, cleaner, and less messy, I took the time to lay fresh masking tape paralleling both sides of the areas to be caulked. I then used 3M 5200 to re-caulk the seams. A silicone rubber caulk bead smoothing tool gave a good smooth surface contoured to prevent water build up. I waited long enough for the caulking to set – but not fully dry and then carefully peeled back the masking tape. Nice! Dry!... –**Joe Rocchio**, jjr@onward.ws

CATALINA 400/445 INTERNATIONAL ASSOCIATION

New Adler/Barbour (Dometic) System



C400 Association
Technical Editor
Olav N. Pedersen

I just replaced an old Adler/Barbour (now Dometic) Cold Machine system on the Midnight Sun consisting of a CU-100 air cooled compressor and a VD-152 large vertical evaporator. The original system per-

formed well for over 18 years (moment of silence please). I thought about replacing it with a different system, but after doing some research and reading reviews I felt I was better off sticking with what I knew performed well.

Was it a simple out with the old and in with the new? Well, sort of. If you have this system with the evaporator installed in the fridge and the compressor installed in the starboard lazarette, it requires at least 23 feet of double copper tubing in order to get coolant from point A to B. Also, the mounting holes are not all located in the same position (of course). There are other minor differences (see New and Old Unit photo).

Dometic states their VD-152 includes 15 feet of quick connect copper tubing. Well, mine came with 10. So, before you proceed, make sure you measure what actually came with the unit or other evaporator before you add the additional length. And by the way, cutting the tubing to add length will void the warranty. I had a refrigeration shop add the length.

Dometic now uses a telephone cable to connect the thermostat to the compressor. Oddly enough, even though the VD-152 came with 10 feet of tubing, the cable was 25 feet long. I just shook my head. At least I didn't have to make any length modifications to that.

Removing the original system was straightforward. First disconnect power at the circuit breaker. Disconnect power to the compressor. Disconnect the high and low pressure lines from the compressor, hook up a strong messenger line (40 feet) and from the evaporator end gently pull the copper tubes into the salon. Remove the messenger line for reinstallation of the new evaporator.

From the fridge, Catalina installed a conduit (see Conduit Opening photo)



New and Old Unit



Conduit Opening

on my boat leading back to the lazarette. There is a 3" conduit exiting into the lazarette. I assumed, wrongly, that the conduit was continuous all the way. Nope. In the end, snaking the new copper lines and phone line to the stern was a challenge and took about 45 minutes with one person pulling on the messenger line and the other pushing the tubing. I think if I had coated the tubing with something like Dyna-Blue Heavy Duty Cable Pulling Lubricant may have made the job easier. Anyway, somewhere close to the tubing exiting into the lazarette is where the tubing jammed. Eventually we got it through.

So, now I'm ready to make connections. The compressor is charged and in place. The evaporator is in place and only needs to be vacuumed and charged. Time to step back and call in the profes-



New Evaporator

sionals. With the grunt work completed, they took care of the final connections including power and balancing the system. The new unit (see New Evaporator photo) is up and running and ready for the summer season. Before the original unit failed the thermostat was set close to the coldest setting. When we powered up the new unit I set the thermostat at the center location. That was too cold. After a week of adjusting it I was pleased to see that it was freezing water inside the evaporator unit and the temperature inside the fridge was at 40 degrees F. I also noted that the compressor is cycling on and off every 30 minutes or so.

Remember, safety first and if you have any concerns or doubts call in a professional. —**Olav N. Pedersen**, olavn@gmail.com

Alternative Solution to Installing Dual Racor Fuel Filters



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer

This quarter we have a guest author Richard Klyce, who submitted a novel alternative solution to installing dual Racor fuel filters in the silver drawer on a MKI.

—**Leslie Troyer**, leslie@e-troyer.com

But first I've delayed almost a year on delivering a couple of ideas for the problem of stuck starter buttons. Several C36 owners have almost had fires because the starter button stuck and was not detected until there was smoke and a burnt smell in the cabin from toasted starters and

wiring. This is problem is not common to the C36 so hopefully others will find it interesting. Note: it is possible that the starter solenoid could stick in the on position but this is very rare and none of the solutions presented will check for that. The third option is specific to boats that have the starter on the button. The others will work if the starter is on the key or the button.

There are numerous ways the 36 was wired from the factory – toss in previous owner mods and an absolute wire diagram that would work in all cases is almost impossible. Instead I give general instructions on what to do and what the final wiring may look like. – If you need more than this shoot me an email along with pictures of you panel (front and back) and I'll try and be more specific.

BEFORE any changes make sure you understand how these changes work, and **ALWAYS turn off the power to the engine** (including alternator output), then test that you don't have power to either the starter lug or the alternator output. **There is enough amperage to be lethal!**

Most the options rely on a timer relay I purchased from timers.shop (also available from Amazon). This is

a flexible timer and can be used in time delay off and time delay on applications. What did I just say? A time delay off relay – provides power to its output as soon as the input receives power, then after a specific time it turns that output power off. A time delay on relay is a bit different, when it receives power there is a delay before the output power is turned on. Both of these timer methods turn output power off and reset the timers when the power to the input is removed. Other time delay relays can be substituted but be sure they can handle the environment and are the correct delay type and range.

OPTION 1 – Alarm When Stuck

So how does this help? If we connect the timer input to the yellow/red wire at either the starter switch or starter solenoid as shown in option 1 – and program the timer to be a time delay on with a delay of ~15 seconds, the horn or buzzer will start blowing after you push the start button for 15 seconds. The timer can't tell if the button is pushed or stuck so as long as you're cranking more than the delay time – the buzzer will sound. This solution is easy, and not intrusive to existing wiring other than piggybacking on a few terminals and installing a horn/buzzer you can hear.

Option 2 – Kill Power When Stuck

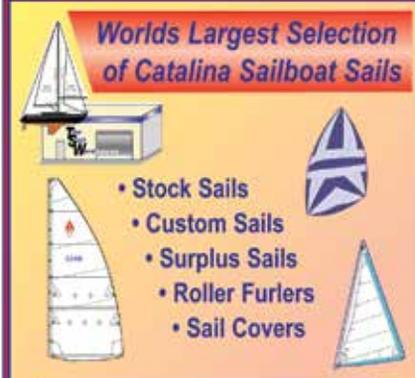
The second option is a bit more involved – it will remove power from the solenoid after a set cranking time (15 seconds). Here the Start Yellow/Red wire is pulled from the start switch and attached to the output of the timer, the input to the timer is run to the starter switch where you removed the Yellow/Red wire. The output of the timer isn't heavy duty enough to drive the starter solenoid which takes 32A while engaging the starter gear and 12A while cranking, so I've added a 40/30 relay to ease the load on the timer (without the relay the timer will fail permanently). I mounted this relay in the engine compartment above the starter on a manifold stud. The time delay relay is programmed for time delay off. The only advantage of this method is it helps you time your cranking – three tries and you have to drain the muffler.

Note: the numbers in parentheses are the numbers of the contacts on typical automotive relays (4 or 5 pin). +12V common (30) and ground(85) for the relay can be taken from the same location as the glow plug relay. Remove the wire from the starter solenoid (s) and put it on the relay coil control (85) and wire the relay NO position (87) to the starter solenoid. Note: the wire color going to the starter solenoid may not be Yellow/Red as on the back of the panel, as there may be a fuse (useless in my opinion) right before the solenoid.

Option 3 – Reverse start button and glow plug functionality

My start switch came from the factory on the key switch. I believe it was this way from 1982-1987 when they started installing glow plug relays at the factory. I've looked at lots of starter switches and most only support 10A in the starting position. A relay for glow plugs is about a third of an amp or less

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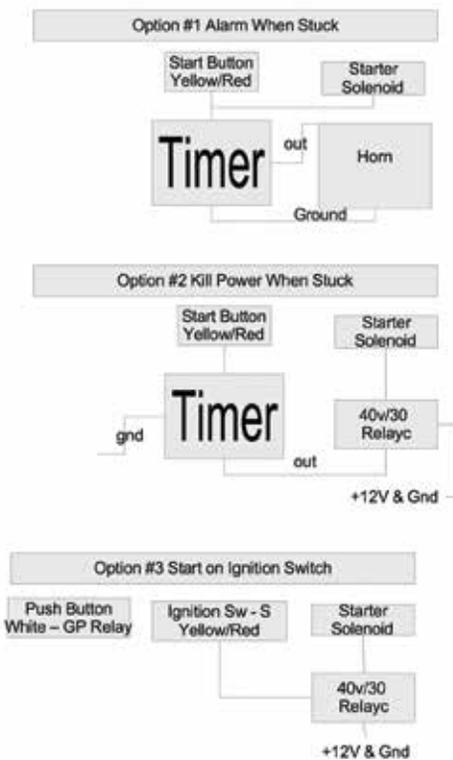
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and the starter is 32 to 12 Amps – this is more than most key switches (and existing wiring) can handle. Moving things back to how they were in 1982 will require the same starter relay added on option #2 (to handle the load), then switching the white glow plug relay power and yellow/red starter solenoid power at the key switch and old start button. There is no timer in this option. Of the three options presented thus far, I like this the best. Your providing maximum power to the starter solenoid without 30 extra feet of wire to drop the voltage, the key will provide sufficient tactile and visual feedback that you would know if it was stuck in the on position



What I did

So what did I do? None of the above. I replaced all my engine and panel components (except glow plug relay and buzzer). I cut a new panel out of ABS, installed new gauges, wires, connectors, terminal blocks, switches and indicator lights. I did the starter solenoid relay mod as explained above because the new key switch I installed was rated at only 10A on the ignition side. I probably could have gotten away without it because the durations are

so short – but this removes all major power from the panel and I could get by with smaller wire gauges going from the engine to the panel. Next I replaced the glow plug switch with a LED that shows when the glow plugs are receiving power. A timer programmed as a time delay off was connected to the ignition switch to provide power to the glow plug relay. When I turn on the key – the LED lights up indicating power to the glow plugs, 18 seconds later it goes out and I start the engine. Not content, I also added a relay at the panel to remove power to the alarm whenever the glow plugs are being powered. The result is I know when the 18 seconds is up because the buzzer alerts me to start the engine. I also added LED’s for panel power, alarm conditions, and blower on. I also relocated the useless fuse on the starter solenoid and put it on the power lead to the panel, this protects the wires to and from the panel. I’ve taken the panel out on one 10 day shakedown cruise several day cruises and plan on another 2-3 week cruise before this column comes out in print. I really like how it works.

Configuring the Timer:

Reading the manual on the timer module is intimidating. The time delay on function used in option #2 is call “1 ON DELAY”. The time delay off function used in all other examples is called “2 Interval ON” (confusing I know). No triggers are used so ignore all about triggers. You only need to follow instruction 1-8 in their manual (pages 20 & 21) – leaving the rest undone is OK. Watch the YouTube videos, get the timer configuration board for \$5 it will make things so much easier. If all else fails send it to me and I’ll configure it for you for return postage.

It won’t start part 2:

If you read my last column you know I “solved” my starting problems with a spade connector --- NOT! I was still feeling uneasy about my starting issues so I ordered a Bosch starter as a hedge (if I had it I was certain not to need it). After starting great for several weeks – a friend and I were about to traverse Wasp Passage between Crane/ Orcas and Shaw Islands. The wind was getting flaky so I suggested we start the

engine incase things changed and we needed it. You guessed it click-click-click. Combining the house didn’t do anything, checked all the connections, pulled the windlass battery and wired it in as the start battery – nothing. I bite the bullet and swap in my new starter (while my friend was enjoying the view and sailing thru Wasp and up San Juan Channel), 30 minutes later – same click click click ---. In desperation of not wanting to call a tow and ruin the rest of the week – I tried wiring the battery I pulled from the windlass directly to the starter (with cables I had on the boat). Started right up, and cranked better than ever. Turns out I had a bad cable from the battery switch to the starter lug. I replaced it and all has been good for several months now.

The starting problem was the catalyst for rewiring the engine to the panel. It was a real learning experience. I found several hot wires unconnected, one with no fusing direct to the battery with exposed ends coiled and zip tied to the top of the port lazarette, one was cut off and in the bilge. One wire was just twisted and taped. In short several more problems waiting to happen. I also replaced the terminal strips included with the trailer plug removal kit from Catalina Direct. I never liked this type of terminal strip for the environment in the lazarette (wet salty lines, heat from frig...), I installed automotive style waterproof weather pak connectors to replace those terminal strips. The biggest expense of the project was the new gauges, only two of my gauges were working correctly – water temp and Hobbs (hour meter), if I had a working set of gauges the cost of this project would be about \$150.

I cut the new panel with a CNC router so it was very easy to engrave the boat name as part of the panel (I did make another without the name for any potential future owners). I would be happy to share the 3d CAD/CAM model of the panel if requested. Material for the panel was under \$3, so I actually made 3 and tossed one because some holes were in the wrong place. Note: I think a column in the future about maker tools (CNCg routers, 3d printers, laser engravers...) and how we as boaters can make use of them will be in the future.



I spent 10 days up in the San Juan Islands in May with no problems, so I think I found most of the gremlins in the electrical system (but uncovered some cooling issues). Those 10 days included several at Roche Harbor at the PNW Catalina Rendezvous. This is a great event and I'm already planning for next year. I did manage to give a presentation to several folks on the Networking 102 and will be repeating that at the Canadian Rendezvous at Thetis Island in July. Traveling with a 100" screen is a challenge.

Now another take on dual fuel filters from Richard Klyce

In many of the stories about sailing that I have read over the years it seemed that people got into trouble when their

engine failed in heavy seas. The culprit was always a fuel filter clogged with gunk stirred up from the bottom of the tank by wave action. The stories usually ended with the captain changing the filter while contorted in an uncomfortable position deep in the bowels of the boat or with a call to the Coast Guard and a tow to the nearest port. Why all the drama? There had to be a better way.

On my 1986 Catalina 36 there was a large fuel filter installed under the port settee. The diesel lines ran forward from the tank to the fuel filter and pump and then all the way aft to the engine. To service the filter required pulling up the cushion and a piece of plywood and then lying down with my head upside down in the bilge. Furthermore the filter

was huge with a capacity way in excess of the miserly 1/2 gph requirement of my M25 engine.

As you can see in the photo I sacrificed the silverware storage (cute but totally unnecessary) adjacent to the galley sink for a dual Racor 120as filter assembly and a Facet 12V 2.75-4 PSI, 36 GPH fuel pump. The space is a little tight but very doable. The switch on the inflow makes it possible to isolate and change out a filter while the engine is still running. This is an easy weekend project and the one time our engine started to run rough (on a lee shore, of course) I just hopped below, threw the switches and the engine immediately smoothed out. No fuss and no call to the Coast Guard. **-Richard Klyce**

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Muffler and Engine Manifold Exhaust Riser Replacement

Thanks to Mark P. Gadson for sending this article about work on a 1995 Catalina 36 MKII (#1458) with M35 Universal Engine Using Catalina Replacement Parts –**Chic Lasser**, chiclasser1@yahoo.com

At some point in the ownership of a sailboat, it is highly likely that one will be faced with replacing the muffler and/or engine manifold exhaust riser. I faced this moment at the end of the 2017 sailing season when I discovered major leaks in both my exhaust riser and muffler. I have to preface this by saying that the previous owner had attempted to repair the leaking muffler by fiberglassing over the leak, which based on previous information from other owners on the Catalina 36/375 International Association's website, has a high probability for eventual failure. Since a leak in either of these areas can cause carbon monoxide to escape into the aft cabin and beyond, I approached this repair/replacement project very seriously. In doing research on this impending project, I found that - as usual - our Catalina owners' website contains many well documented comments, advice and pictures. After reading many of these great posts, I decided that I would take on this project myself, as I actually enjoy working on my boat. Since I have benefitted the advice of many others before me, I decided that I would fully document this project and post it as a way of giving back to all those who have helped me – directly and indirectly - and to serve as a roadmap for others that will be faced with the project now and in the future.

Part 1 – Initial Comments

1. I discovered the leaks due to water flowing under the bulkhead between the aft cabin and galley which resulted in the wood getting totally soaked and rotted. Apparently this leak had been going on for a while and the wood was soaking up the water/antifreeze. This scenario has been noted in several other previous posts.
2. In order to make this job easier, I would highly recommend that you remove the aft bulkhead in order to

have total access to the muffler and exhaust riser from both sides of the engine. In order to do so, simply remove the screws on the galley side of the bulkhead, including two that are in the small piece of molding at the left end of the galley counter. You will need to drill out the wood putty covering the galley counter screws in order to remove them.

3. While one can use non-Catalina parts to safely and successfully complete this project, I chose to purchase the muffler, exhaust riser and other needed parts from Catalina Direct because I did not have the time to spend searching and purchasing the parts elsewhere and customizing them to fit correctly. I do recognize that by choosing direct Catalina parts it was the more expensive route. But, time saved, ease of installation, peace of mind and great help from the Catalina Direct staff more than made up for the greater expense.

Part 2 – Draining the Fresh Water Cooling System

In addition to the M35 Owner's Manual, there are several very informative posts on the Catalina 36/375 International Association's web site that will help guide you in successfully draining the cooling system.

Part 3 – Removing the Old Muffler and Exhaust Riser

1. Remove the hose clamps from the hoses connected to the muffler, exhaust riser and exhaust hose. You may have to cut the old hose between the muffler and riser in order to remove it.
2. Spray the three nuts holding the exhaust riser flange to the engine exhaust manifold with an anti-corrosion product like Blaster Petroleum-Based Penetrant in order to have a better chance of being able to easily remove the nuts without also removing the studs attached to the engine or worse, breaking them off. This will totally depend on the condition of those bolts. Mine came off very easily after spraying them with Blaster.

3. Remove the exhaust riser and gasket from the engine. If the flange is in good shape and the riser can be successfully unscrewed from it, you may be able to re-use it.

Question from previous post: When I disconnect the old riser from the aqua lift muffler, would I expect sea water to come out of the muffler? No. You will, however, end up releasing antifreeze when you disconnect the exhaust flange from the manifold. (Hint: make sure you purchase a replacement gasket for the flange-to-manifold connection).

4. Remove the muffler from the boat by removing the screws securing it in place.

Part 4 – Installing the New Muffler

1. Clean up the area where the new muffler will be installed using a degreasing cleaner.
2. Since the new muffler's mounting tabs and screws will not match the old mufflers screw locations because of the new muffler design, use either an epoxy or Marine-Tex like product to fill in the old screw mounting holes.
3. After setting the new muffler in place, I marked and drilled the new mounting holes in the muffler tabs and boat mounting location. I used four #10, 1 1/2" stainless steel machine screws and washers – one in each mounting tab.

Comment: Before I installed the muffler and exhaust riser, and while the fresh water system was drained, I took the opportunity to clean and replace both end caps on the heat exchanger and replace the zinc anode. I used a soft bristled plastic brush to accomplish the cleaning task. The heat exchanger itself was clean and did not need to be boiled out.

4. Since the bottom of the new muffler is not perfectly flat, I added some 1/8" gasket material to each of the muffler's mounting tabs to allow for a secure and level footing when

screwed into place. I used heat-proof gasket cement to adhere the gasket pieces to the four muffler mounting tabs.

Part 5 – Installing the New Engine Manifold Exhaust Riser

1. Dry fit the exhaust riser to the engine manifold flange and loosely mount it and the flange gasket to the engine. Then use a Sharpie marker to indicate the exact position on the flange and riser pipe that lines up the end of the riser over the muffler input tube. It will not be exact, but very close.



Line up the fittings, mark in both positions

2. Remove the riser and flange. Apply the heat-proof paste included with the riser to all threads on the flange and riser.
3. Then firmly tighten the flange in a workbench vice using a soft rag to keep it from getting scratched. Then carefully and slowly tighten the joints together lining up your Sharpie marks. You will need to use quite a lot of torque to completely tighten the fittings into position. Since the flange is a cast metal component, you do not want to break it. You want to be absolutely sure that these connections are secure so that no carbon monoxide is released. I initially tried using two pipe wrenches, but could not hold the pipe and flange in position with the amount of torque needed to adequately tighten the fittings together.
4. If you are able to re-use the old flange, thoroughly clean it and facing on the engine where it is mounted. Do not use any tool that would scar either surface since the gasket will need to tightly seal this connection.
5. Attach the hump hose to the riser pipe using double hose clamps.
6. Coat the threads of the three engine bolt studs with Tef Gel. This is to

- prevent corrosion and allow the nuts to be easily removed in the future.
7. Place the gasket dry – no gasket cement – onto the engine manifold studs. Make sure it is installed in the correct position.
8. Position the flange on the engine and attach the muffler side of the hump hose in place using double hose clamps. Be careful not to overtighten the hose clamps which could crack the fiberglass muffler input tube.
9. Tighten the three nuts to secure the flange/riser to the engine. Make sure it is very secure, but do not overtighten.
10. Connect the exhaust hose to the muffler output tube using double hose clamps. Be careful not to overtighten the hose clamps which could crack the fiberglass muffler output tube.
11. Connect the anti-siphon hose to the manifold riser using double hose clamps.



Completed Installation shown from the front

12. Attach the thermal jacket cover as per the manufacturer's instructions using the included stainless steel bands.



Thermal jacket cover installation shown from the back

Part 6 – Repairing the Rotted Wood on the Bottom of the Bulkhead

I suggested to the very helpful folks at Catalina Direct, that they suggest to the manufacturer of the new mufflers that the drain be repositioned to the back inboard corner of the muffler rather than the front inboard corner so that if you do need to drain the muffler, the water could be diverted to the small bilge area under the engine rather than run along the engine mount pad and into the galley.

Knowing that my current installation could still promote water intrusion in the wooden bulkhead, I decided to cut off about 2 1/2" of the rotted wood at the base and replace that section with King Starboard which would not be affected by water intrusion or leaks. I first cut two pieces of 1/4" Starboard to exactly match the portion of the wooden bulkhead that I cut off and drilled 3 holes that matched the locations of the original 3 holes for securing the bulkhead to the muffler mounting platform. The original bulkhead is 1/2" wide so I used two 1/4" pieces sandwiched together to match the original width.

Once I completed adding the footer to the muffler mounting platform, I traced the outline of bottom of the

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New starboard footer at base of the muffler mounting platform

rotted portion of the wooden bulkhead onto a piece of the 1/4" Starboard up to a height of about 5" and cut it to match the bottom of the original bulkhead. I then cut off about 2 1/2" of the bottom of the rotted wooden bulkhead. I then matched up the three existing screw

holes in the muffler mounting platform and drilled holes in the new Starboard bottom to the bulkhead. Finally, I attached the new Starboard section to the wooden bulkhead with 5 stainless steel screws and re-installed the entire bulkhead. No more rotted wood to deal with if the muffler or riser fail and leak, or you have to drain the muffler which will definitely cause water to flow under the bulkhead into the galley based on the poorly chosen designed location of the drain plug.

Part 7 – Refilling and “Burping” the Freshwater Cooling System

In addition to the M35 Owner’s Manual, there are several very informative posts on the Catalina 36/375 International Association’s web site that will help guide you in successfully refilling and “burping” the freshwater cooling system.



New starboard to replace rotted wood bulkhead

Summary

I hope this is helpful to those that are or will be faced with these two projects. I will be posting a more complete project report including more pictures on the Catalina 36/375 International Association’s web site under the technical section and on the Facebook page. Good winds and a happy 2018 sailing season!

–Mark P. Gadson

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Re-Pedestalization of the Southern Yankee



C350 Association
Technical Editor
Bill Templeton

I have received and hereby submit this detailed accounting of replacement of the pedestal, adding “below decks” autopilot and updating of instruments on a C350 by Scott Monroe. My question to all of you is whether you have

experienced corrosion of your pedestal... please let me know. Also let me know if you have a MK I or II as I discovered when I built my cockpit grates using a friend's grates (from a MK II) as a template that there is a difference.

Future submissions will include installation of a bow thruster under the “queen” berth and replacement of the holding tank waste valve. **-Bill Templeton,** pbtemp6816@verizon.net

In a family of all women and me, there are few things that I can claim as mine, the garage, basement, occasionally the remote control, and most importantly the helm station on the Southern Yankee, our 2006 Catalina C350. Its not that I have diminished man-points from life but I adhere to the wisdom that a happy wife is a happy sailing life. So, on board we have throw pillows, a clean fresh smelling head, comfortable cushions, fitted sheets and a galley well stocked with spices, all of which were absent during a bachelor period in my life but warmly welcomed now.

But the helm station is mine, and when things got ugly it was time to act!

The Southern Yankee had come stock with a standard compliment of ST60 Raymarine transducers, and I had added an inexpensive wheel based autohelm shortly after moving the boat from a Texas lake to the sailor's dream of Narragansett Bay in Rhode Island. But alas my helm station was absent an MFD (Multi Function Display)! That lovely bit of electronics that not only tell you where you are, how fast you are going, and control your stereo but will also allow you to watch Netflix while doing so (true story). The cost of adding an MFD was dropping significantly, Raymarine released their Axiom series that put a 9” display well within reach.

A problem of debonding paint on the aluminum stand of the pedestal had started a couple years ago and got progressively worse (Fig. 1). The thought of sanding and repainting the pedestal was discussed and researched. Since the problem was wide spread, the whole pedestal would have to be sanded and painted, so it would have to be removed to really do the job right.



Fig 1. Original pedestal stand with debonding paint.

I brought Edson technical staff into the discussion and after debating plausible causes, galvanic corrosion was one strong possibility. After some discussion about options it became clear that it would be easier to just replace instead of repair.

And so, began the rabbit hole and my new MFD, a below deck autohelm and

The Edson team helped immensely with deciding which pedestal was best. It appears that Catalina sources the stand and gear assembly from Edson but makes their own pedestal head, so a new unit would have an identical foot print but now I had options for the pedestal head. I settled on the Vision NV Pedestal. The head was slightly larger than the original (Fig 3.), but it was the closest option since I wanted to keep the compass where it currently sits. The biggest help was the fact that I could re-use the existing gear assembly, pedestal guard and engine controls from my current pedestal which saved signifi-



Fig 2. Top image shows steering gear assembly laid out in order of placement in pedestal. Lower image shows assembly as it was being disassembled, arrow points to where one of the spring retaining rings was. Other was on back of shaft holding bearing in place.

cant dollars. Disassembly wasn't overly difficult with help from Edson. The key was the removal of a set of retaining spring rings that keeps the gears on the shaft (see Fig 2.) With a little coaxing the assembly came apart nicely.

Re-assembly of the new pedestal was easily managed, everything fit as it should with the supplied holes cut into the new pedestal by Edson. All said and done this, swap saved over \$1000.

Starting with a fresh canvas really allowed me to clean up a lot of the “boat builder's” mentality as well as re-design the console to match more modern electronics (Fig 3). Before I started anything, I labeled everything with a label maker as it was connected within the existing pedestal head. I also took a lot of pictures from many angles.

Cleaning up the wiring mess in the pedestal was a priority. Catalina had used screw terminal blocks within the pedestal to connect the engine wiring harness (see Fig 4). I found that many of the wires showed signs of corrosion from exposure to salt air. I opted to run all new wire from the pedestal below deck and connect to the engine harness via terminal strips located under the fiberglass housing in the aft berth. I also glassed in a couple of wood mounting blocks in the pedestal to allow me to screw down the wire harness and

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Fig 3. Original and new Edson Vision NV pedestal side by side. New pedestal head is a few inches wider and taller. Face plate was taped out and templates assembled before cutting faceplate.

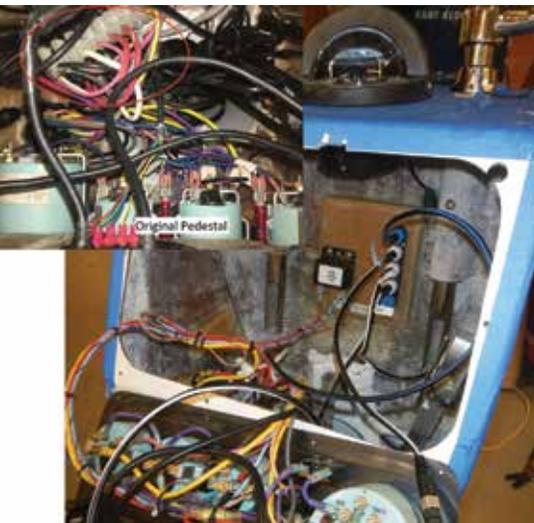


Fig 4. Upper image is top down view through compass mounting hole in original pedestal. Circled area shows screw terminal blocks. Lower image shows open pedestal head as viewed from removed instrument panel. Fiberglass mounting block can be seen in back with buzzer and SeaTalkng 5-way Connector screwed down.

For clarity, I also generated a wiring diagram for the engine panel to help with installation and future modifications.

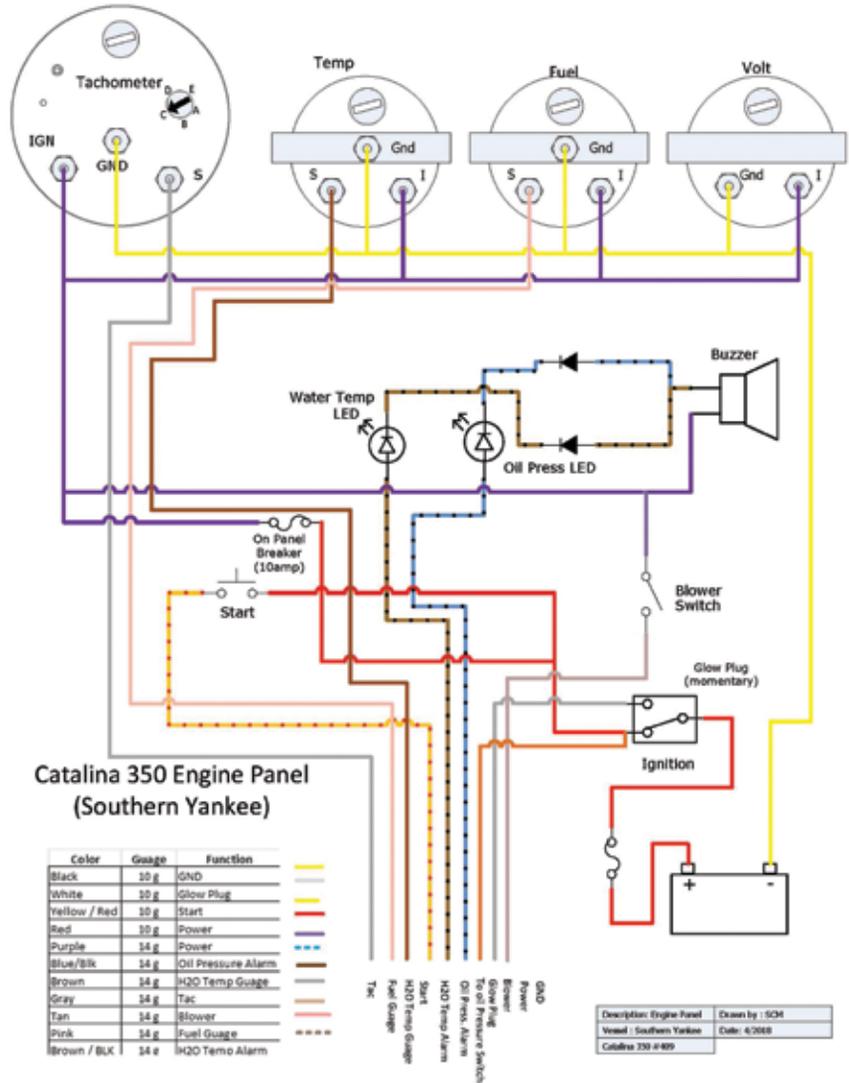


Fig 5. Engine control wiring diagram created with Microsoft Visio. Note ground wire is yellow to ABYC standards.

electronics backbone connectors. (Fig 4). Lastly, I glued in a 1 1/2" PVC pipe down the pedestal stand to be used as a wire raceway keeping the pedestal harness clear of the steering cables (this was a nice feature that Catalina added to the pedestal stand that wasn't in the new unit).

Choosing and arranging the instruments was going to be a challenge as my goal was to have the faceplate house all instruments, including the MFD, engine controls and transducer instrument displays (Fig 3) (new autopilot instrument display was still going to be in existing side arm mount on the pedestal guard). The Edson NV pedestal comes with a removable black starboard faceplate (15" x 10.25"). I found there was just enough room for the 9" MFD, a single

instrument transducer display and engine controls, original face plate had an engine panel from Catalina and the three instrument displays from Raymarine.

I did opt to mount the original engine instruments directly into the new face plate. The original engine instrument panel faceplate had become unsightly and replacing it added cost. Besides, I like the all black look on the pedestal. For clarity, I also generated a wiring diagram for the engine panel to help with installation and future modifications. (Fig. 4). I stayed true to the original wiring with the exception of the alarm buzzer / Oil & Temp LED which I used a standard off the shelf buzzer and blocking diodes. The buzzer only had a single input and it needed to be con-



Fig. 6 Image shows placement of LED courtesy light below steering.

ected in series to both LEDs and I did not want back feeding one alarm LED to the other, i.e. the need for the diodes.

While I was already down the rabbit hole, I had always wanted LED accent

lights in the cockpit area, it gets dark at night on the hook or mooring and a lantern never really fit the bill. I mounted two blue Seadog accent lights one at the bottom of the pedestal facing into the cockpit and the other just below the pedestal head facing aft. (Fig. 6)

After the pedestal was re-wired and everything was installed, I went through a thorough test procedure in my shop. I used a spare battery for power and connected everything as I would on board. The gauge's circuits were easy enough to test since grounding the signal wire will give full deflection indicating a functioning circuit. The only item I couldn't test was the tachometer. The MFD chirped alive nicely and I had a spare speed transducer that I was able to connect to the iTC-5 to confirm functionality.

It was now time to install the pedestal on board. While I was a little nervous about the fit, despite measuring at least twice, the bolt pattern was a perfect match and the supplied aluminum bolts from Edson were long enough

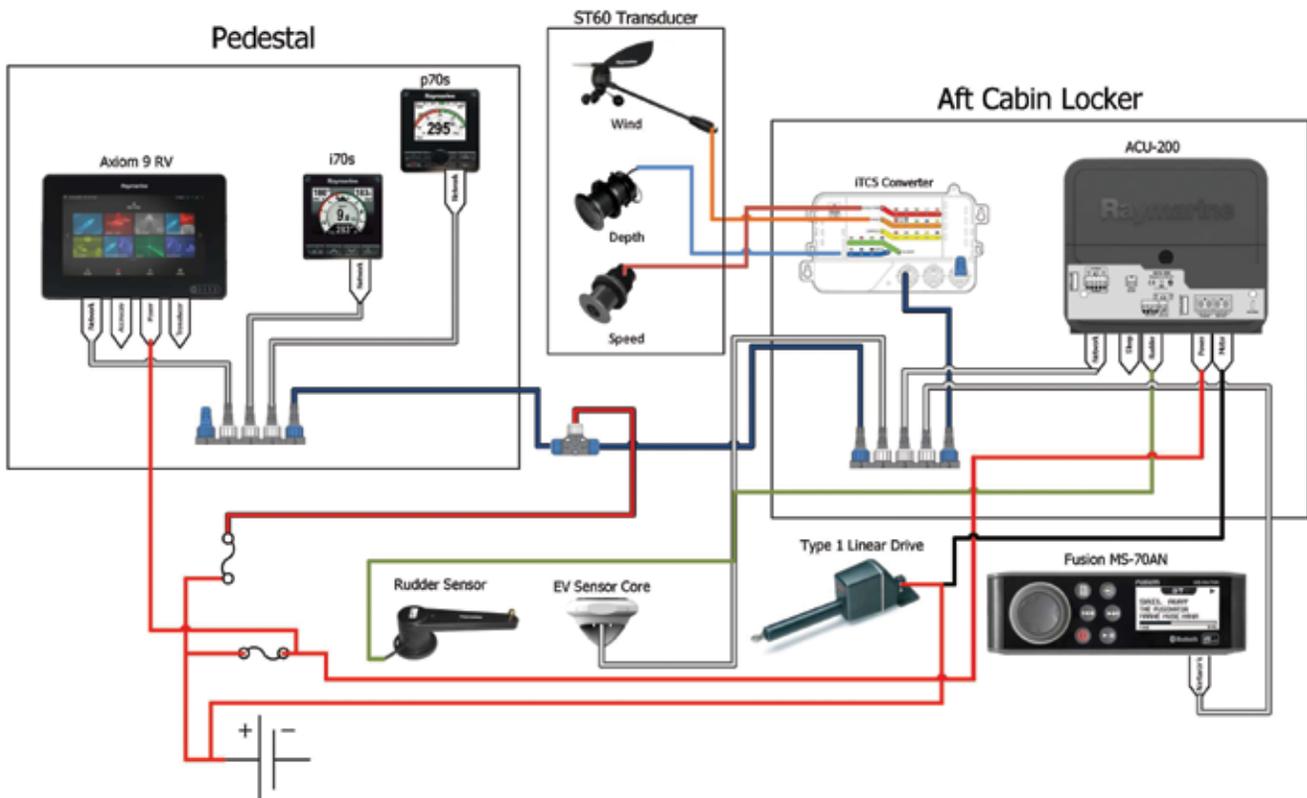
at 4" (ones I removed were 4 1/2", but trashed). Engine control cables fit back without any hitch and worked (a plus). I used BoatLife Life Calk for the bedding compound to seal the pedestal on deck.

The last portion of the re-installation of the pedestal was re-connecting the chain and wire steering cable. Following Edson's online installation instructions made the procedure seamless but you should ensure that the cables are crossed in the pedestal before the idlers. When it came to tightening the cables, I was told by Edson to turn the wheel hard over and then tighten the slack side, and then reverse the procedure for the other. This worked extremely well!

Having planned to go fully digital (SeaTalkng) with an i70s instrument display and iTC-5 Instrument Transducer Converter from Raymarine allowed me to reduce down to a single instrument display while utilizing my original transducers (wind/depth/speed). Additionally, the Axiom MFD allows you to customize the display to show any one or many of the transducer data. Note that the i70s

Electronics Diagram : Southern Yankee
Date : April 2018

Fig. 7 : Schematic layout of electronics and SeaTalkng backbone (created in Microsoft Visio).



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is still required to calibrate the analog transducer data being collected by the iTC-5, so I could not go with the MFD solo. Instructions were more than adequate from Raymarine. The biggest issue, of course, was access to the wiring and wire routing. Clearly the deck was laid down after the wiring was installed. One issue that took me a long time to sort out was how the transducer wires were run aft. I found them emerging from a 1 1/2" PVC pipe low in the locker and separate from the rest of the wiring. I needed to route them to the aft berth port side clothes locker housing the iTC-5 with out looping them back forward because of length but I couldn't find where they entered the pipe. Ultimately, I did find the start of the pipe behind the panel which houses the battery switches (why was I surprised). In the end, I was pleased how easily the system connected and worked (the first time!).

To aid future references I created a schematic for the electronics (Fig. 7). The control units for the transducers and the ACU 200 for the autohelm fit nicely into the aft berth port side clothes locker. Its proximity to the electrical panel made running power and ground lines much simpler. I only needed to cut a 1" hole in the back aft corner of the locker to get wiring in and out. I did need to disassemble trim around the area to gain access.

The below deck autohelm required a bit more work. I purchased the tiller arm from Edson with a bore of 2.860". This had to be measured off the rudder post and supplied to them for machining so that the arm had a snug fit. The arm is pinned, bolted through the rudder post, so a 3/8" hole needed to be drilled through the stainless steel rudder post. Purchasing a series of extra long carbide bits to step drill was imperative to be able to drill through the stainless-steel post. (McMaster Carr)

To support the Type 1 mechanical linear drive, I had decided to use a shelf installed by Catalina in the port side aft lazarette. The drive unit needs to be well supported to handle the 650 lb peak thrust the unit can deliver. To beef up the shelf I added fiberglass to a depth of 1/4" (2 layers of chop strand and woven roven with epoxy resin) over the shelf and up the stringer supporting it. The drive unit also had to be mounted 8"



Fig. 8 : Image from aft lazarette crawl space shows Raymarine Type 1 mechanical linear drive on fabricated aluminum stand. Drive unit is connected to Edson tiller arm which in turn is attached to rudder shaft.

above the shelf to properly align with the Edson tiller arm. I crafted a stand from welded 1/4" aluminum (6061 series) shown in figure 8. The stand was bolted through the fiberglass and wooden shelf.

The last addition to my new electronics package was the new Fusion MS-70AN stereo. My last installed stereo had a pedestal mounted controller that was no longer supported by the manufacture, so an alternative stereo was needed. The Fusion radio is NMEA 2000 compatible, and with a Device Net adapter cable from Raymarine I was able to connect the stereo to the SeaTalking backbone (Fig 7). The Axiom MFD needed the latest firmware update but once that was downloaded I had control over the stereo. Must admit its pretty cool. And did I mention the MFD can play Netflix?

This was a really fun and rewarding project. All in, I spent a little over \$7500 to replace the pedestal and purchase new electronics including the Axiom 9" MFD, EV-200 Sail autopilot kit, iTC-5 Instrument Transducer Converter, and Fusion stereo. I purchased most of the equipment during the off season to take advantages of sales from Raymarine and other marine chandleries in the New England area. The entire pedestal re-wiring was done over the winter in my shop, with final installation of the pedestal and electronics being done during early spring before launch time. I can't even start counting the hours spent, mainly because it was so much fun, I lost track!



Fig. 9 Final images of new pedestal. Lower image shows early evening with accent lights on.

The final result was a huge success, and in my opinion very good looking (Fig. 9). My helm station did not look any bigger in the cockpit, as I was a little afraid it might. I did add the folding cockpit table from Edson which is a huge hit with my wife. I was also very happy with having the MFD on the pedestal head. Having it in a pod would have been too obtrusive. And most importantly the project did not hinder our already short sailing season!

Probably the biggest thing that helped the project was having gone through the Marine Systems program at IYRS (International Yacht Restoration School, Newport RI). The program gave me a solid foundation for electrical, NMEA installation and steering systems which insured that I did things right and to ABYC standards. **-Scott & Cheryl Monroe**, Southern Yankee C350 #409

All in, I spent a little over \$7500 to replace the pedestal and purchase new electronics including the Axiom 9" MFD, EV-200 Sail autopilot kit, iTC-5 Instrument Transducer Converter, and Fusion stereo.

Handrail Rebedding Without Removal



C34 Association
Technical Editor
John M Nixon

C34 Associate
Technical Editor
Ron Hill

We are happy to once again have an article from Stu Jackson!
—**John Nixon**, *Orta Vez*;
Hull #728, c34hull728@gmail.com

This could also be called: “*Deferred Maintenance Takes Five Times the Effort*” or “*How Does Water Flow Uphill?*” I’d been experiencing water dripping from a small crack in the round fiberglass opening below our port cowl vent for about a year. Last May in Roche Harbor, two friends helped me remove and rebed the cowl. Later that summer I rebed the traveler track. In both cases, we used Maine Sail’s “Bed-it-with-Butyl” tape. The leak disappeared until last December when it started raining again. My “book learnin” and engineering background had convinced me that water does not flow uphill, and I’d already rebedded the two obvious things that were above the leak. Where was the water coming from?

The only other thing reasonably close was the port handrail, which I hadn’t done in quite some time. The relatively dry conditions in Northern California didn’t demand it. In our slip there for our first 18 years of ownership that handrail faced south. It was time. And it was the only thing left!

Years ago on our Catalina 25 I had removed both handrails to rebed them. I did not fondly recall the clumsy attempts I had made to replace them in their proper holes because wood likes to be straight. These C34 handrails were curvier and much longer than those. My goal was to rebed them without removing them.

The long handrails are held in by five through bolts with washers and acorn nuts, and the intermediate rungs are held in with screws from below. I knew from past experience that tapping up on the bolts was almost sure to dislodge the bungs in the top of the handrail without moving the rail at all. The plan was to remove the acorn nuts, back off each of the screws, and push up on the screws to

get the handrail about a half inch or so off the deck.

Only three of the acorn nuts came off easily. Two would not budge, even after we removed the bungs above and used heavy pressure on the slot on the top of the bolt. Further investigation was warranted.

Once again, the Catalina 34 website Forum was invaluable. I recalled that in August 2016, “CFSA Steve” on his 1990 Mk I.5 “L’Abri” # 1080, had started a post titled “Seized Stainless Nuts.” He had discussed the difficulties he had with recalcitrant acorn nuts when rebedding his chainplates. Jim Hardesty (#1570 “Shamrock”) provided the first response to Steve’s request for help: “If you have a Dremel tool (IMHO a must have tool) you could cut off the rounded end of the nut and work down from there...” before considering a nut splitter.

A year later, Steve was kind enough to file a followup report: “*SUCCESS! After trying everything ... it came down to the Dremel and the nut splitter - Credit to Jim Hardesty who was the first response to the initial post. When I initially tried the nut splitter on the chainplate acorn nuts, it didn’t work - It only left a slight indentation on the nut from the nut splitter blade. Only after I used the Dremel with the fiberglass metal cutting wheel (about one 1” wheel and 20 minutes per nut BTW) to remove the dome of the acorn nut, did the nut splitter work - I suspect the dome gave the nut too much strength over an area not touching the nut splitter blade. It took a box wrench as a snipe on the handle of my ratchet to have enough turning torque to turn the nut splitter in enough to split the nut, but it worked on all four nuts that I was trying to remove.*”

I now had a plan. I had a Dremel, albeit a meager battery powered one. But what the heck was a snipe?!? And where could I get an inexpensive nut splitter here in Canada, since Steve reported “*The nut splitter was a low end, inexpensive C\$12.50 (on sale)...*” and the lowest price I could find at Canadian Tire was \$24.50. My friend, Len, came through again, when he sent me a link to the Canadian Tire website with the tool on sale, that particular day



Removing acorn head crown after Dremel cut

only, for \$12.50! I ordered it online and picked it up the next day.

I charged up the Dremel and followed Steve’s suggestion to cut off the crown of the acorn nuts. It took a lot more than 20 minutes each, but with patience I did the one in the saloon by sitting up on three cushions on the nav station desk. I used two of the cushions to steady my hand for the one in the V berth. It was necessary to cut all the way through all around the nut. Once through, I used a big pair of vice grips to wrench the domes off.

The nut splitter was pretty big compared to the nuts I was removing. In order to hold it in position against the



Nut splitter

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overhead, I used a small set of vice grips. The splitter works by compressing the nut between the round inside edge of the tool and the sharp blade of the shaft, by tightening the blade with a wrench. While these nuts were only half the size of the ones Steve had to bust for his chainplates, I found that even with the long handle of the adjustable wrench I couldn't get enough leverage to keep turning it. Then I remembered Steve's reference to a *snipe* and I placed a big 7/8" box end wrench over the handle of the adjustable wrench and gained the extra leverage needed to continue to turn the shaft. I recommend putting a cushion underneath, because when the splitter does cut through, it goes with a bang and drops like a rock. My foot still has the bruise weeks later.



Bead of butyl



Wrapped with butyl



Using a snipe

I backed out the screws below to raise the handrail about a 1/2" off the cabin top. Coincidentally, this still leaves just the tips of the bolts showing down below. Pushing the screws up from below didn't work, so I went top-side and used a little bit of leverage with a long screwdriver and my ubiquitous red block of wood to pull the handrail up. I then made up the required number of Maine Sail's "Bed-It-with-Butyl" strips by rolling three to four inch long pieces. I wrapped these around each bolt and screw using my fingers and a screwdriver. Then I went down below and tightened the screws. The new fender washers were thicker than the old ones and made it difficult to get the new acorn nuts started on the remaining bolt heads. By chance, just at this time, Len came over to see how I was doing and I "employed" him to get them started.

The next day I snugged each of the fasteners up. The butyl tape had oozed out around each rung indicating that there was a tight seal. I replaced the old bungs with new ones with some silicone sealant and will trim the butyl tape and new bungs. It's rained very hard since we finished and the leak has stopped. I've since also cleaned and brightened the teak handrail and eyebrows.

Reading the forum on a reasonably regular basis can prove to be very helpful. I never expected to "need" a nut splitter and would not know they even existed if I hadn't read Steve's post. And who can resist meeting a *snipe*? Followup reports are extremely helpful, thanks so much to Steve. Perform regular maintenance, if you don't it's just harder to do when you get around to it. You can rebed the handrails without removing them. And water *can* flow uphill. **-Stu Jackson, Aquavite #224**



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Catalina 320 Instrument Upgrade – Fall 2018



C320 Association
Technical Editor
Chris Burti

Special thanks to John Ellis for submitting this article.
–Warren Updike,
 wupdike@hotmail.com

My 1995 Catalina 320 had the original Autohelm ST50 instruments and an ST4000 autopilot.

Over the last several years I've thought about an upgrade and in late 2017 decided it was time to do it. I liked the idea of an NMEA 2000-based system for the simplicity of integration and fewer cables to run. In 2009, I had installed a chart plotter next to the VHF radio at the nav station, but did not have one at the helm. The first task was to draw out the plan, which I sent to Raymarine tech support to check if it was correct.

After much comparison shopping, I bought the following new parts:

- Raymarine EVO-100 wheel drive autopilot
- Raymarine e95 Hybrid touch chart plotter
- Raymarine i70 multifunction instrument and i60 wind instrument
- Raymarine iTC-5 instrument transducer converter for Seatalkng
- Navpod double bend AngleGuard and Navpods for the chart plotter and instruments
- Raymarine Seatalkng 5m and 3m backbone cables and 5-way connector

I chose Raymarine Seatalkng for ease of integration. This is Raymarine's version of NMEA 2000, which uses a single backbone cable to provide network connectivity and power to the instruments. The autopilot actuator and the e95 chart plotter both require dedicated power. I planned to use the existing wind, speed and depth transducers by connecting them to the iTC-5 instrument transducer converter. My final installation closely approximated the original plan. However, I used a 5-way connector for spur cables to the EV-1 sensor core and EV-100 actuator, and used a T-connector for the network power spur cable.

Here are the old instruments:



The first task was to remove the old helm guard and instrument pod, then check to make sure the new angle guard would fit in through the pedestal's top plate and into the existing guard's feet. This step went well – everything seemed to fit. However the new angle guard was much taller.



The next step was to drill and tap holes into the angle guard for each instrument pod's mounting screws, and to drill holes in the angle guard for the cables to be run to each pod.

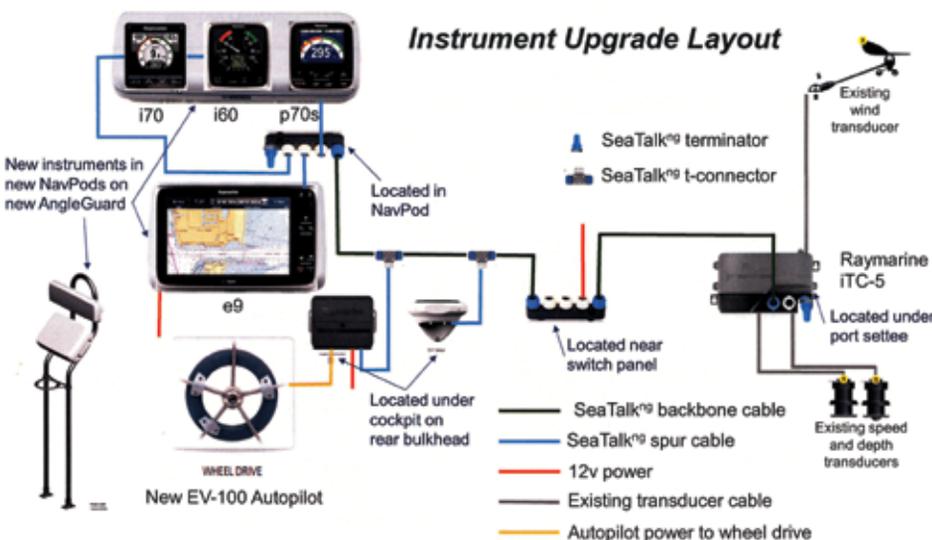
I noticed that all of the cables in the existing angle guard were routed through one of the feet into the boat's aft lazarette. I decided to route all the cables for the new installation in the same way to avoid drilling another hole through the cockpit floor.

I cut off 1.25" from each leg of the angle guard to lower its overall height, but did not want to cut more to avoid the chart plotter being too close to the compass.

I bought new drills for drilling into stainless steel, and they performed better than I expected. The network cables have connectors that were too long to fit through the largest hole I could drill into the angle guard. I used a cutting wheel on my Dremmel to elongate the holes sufficiently for the connectors to pass through.

The network backbone and spur cables, the power cable for the chart plotter, and the autopilot drive cable all fitted in the angle guard. Working on the dock, I used cable lubricant and a fish tape to pull all the cables through. Only later did I realize that the autopilot drive cable would have to be reinserted after I fitted the angle guard so that it would clear the pedestal's top plate!

The next step was to mount the new angle guard at the helm, attach the backs of the two new Navpods and get ready to install the chart plotter and the new instruments.



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The network backbone cable goes up the angle guard and into the upper Navpod. I put a five-way network connector in that Navpod to connect and power the sailing instruments and also to connect the spur cable that leads to the chartplotter in the lower Navpod. The power cable for the chart plotter comes through the left side of the lower Navpod.

I installed the i70 and i60 sailing instruments and the p70s autopilot head in the front face of the pre-cut GP1301 Navpod. Then I installed the chart plotter in the front face of the pre-cut GP1809 Navpod. I connected the power and network cables and attached the fronts and backs to both Navpods to complete this part of the installation.

The next step was to install the autopilot. First, remove the wheel. It was firmly stuck, and did not respond to penetrating oil and hammer tapping. I asked the C320 Association mailing list for help and got detailed instructions using ice, heat and a gear puller. This approach worked, and soon the wheel was off. The new drive unit went on easily. Next I installed the EV1 sensor core and the EV-100 actuator in the rear lazarette, and connected them to the network. This is not an easy place to work and so it took me some.

The existing installation used power cables running from the breaker panel to the helm to power the instruments and the autopilot. I connected the chart plotter power cable to the old instrument power cable, and connected the old autopilot power cable to the EVO-100 autopilot actuator.

This completed the work at the back of the boat; the next step was to run the network backbone cable forward, connect the network power spur cable, and install the iTC-5 for the instrument transducers. The network backbone cable replaced the ST50 wind, speed and depth transducer cables, which made pulling the network cable easier. I cut out two of the three old transducer cables, then taped the new network backbone cable to the third old transducer cable and pulled it through. This 5m backbone cable made it almost to the switch panel, where I added a T-connector to plug in the network power spur cable. The switch panel had one spare circuit breaker, which I used for the network power.

Next I installed the iTC-5 instrument transducer converter under the port settee, and connected it to the network with a 3m network backbone cable from the T-connector near the switch panel. I terminated the network backbone at the iTC-5. I cut the existing wind, speed and depth transducer cables to length near the iTC-5, crimped on new spade connectors, and attached each of their wires to the iTC-5, which has easy to follow color coded prongs for the spade connectors.

Now everything was connected, and it was time to see what worked. I powered on the network, chart plotter, and autopilot. The i70 displayed depth correctly, which meant the network was functioning and the iTC-5 was converting the analog depth data on to Seatalkng.

The autopilot was not responding and so I contacted Raymarine technical support again for ideas why it was not working. They suggested that first I ensure that the software in all the instruments and components was up to date. I bought a micro SD card from the local Best Buy and then downloaded the latest software from the Raymarine web site. The software update works through the chart plotter, and the process detects the various instruments on the network and updates them. I was a bit hesitant about this process, but it worked easily on the first try.

After the software update, I bought the Raymarine Lighthouse vector charts for the Western US, downloaded them onto the micro SD card and installed

it in the chart plotter. Now all the instruments and the chart plotter were working, or at least displaying some data, so we were making good progress.

Next, we took the boat out to try to calibrate the wind transducer through the iTC-5 and i70. Numerous attempts failed, with the message “keep turning” as we turned the boat through 360 degree turns. I asked Raymarine technical support again for help and they told me that my old wind vane was not compatible with my new instruments, and I needed to replace it. They said it would fit into the old wind vane base at the top of the mast, which meant I could reuse the existing cabling. I ordered a new wind vane and thought about how to install it.

I’ve been up the mast as far as the second spreader several times, but don’t really have a “head for heights”. My regular boat mechanic no longer “goes up the mast” and he recommended I have a rigger do the job. The rigger went up the mast and quickly replaced the wind vane.

Next we took the boat out to calibrate the wind and speed transducers. The wind calibration completed with one circle and so we now have all instruments (and the anchor light) working!

This last photo shows the new instruments and plotter in relation to the AngleGuard and wheel.



This was an interesting winter project to plan and implement. Many thanks to Raymarine tech support, the C-320 Association email list contributors, and to Rigworks in San Diego!
–John Ellis, Hull 271, Allegro, Chula Vista, CA

Westerbeke Exhaust Rebuild



C30/309
Association
Technical Editor
Max Munger

I discovered the leak in my 38 year exhaust system was caused by a fracture in the outlet tube of the original factory muffler. Having already replaced the dry risor pipe once, I decided to just change to the Westerbeke wet exhaust, new hoses

and a new muffler. This results in a cooler exhaust system and no insulated hoses. There has been much written (and argued about) how to best do this with today's products on the catalina30 list at yahoo. After much discussion with Ken Koelber, various diagrams and materials, I forged ahead with my situation. Ken was able to supply the essential parts.

While most C30 now have a M25xx, I originally had an Atomic Four which developed a crack in the block after 16 years and so I had re-engined with the M4-30 (4cyl) Universal. I never liked the vibrations of the M25s. M4-30 is a great engine, but it is a little bigger/loner than the M25. So I had to modify the exhaust path to fit within the existing distance between the engine manifold and the rear wall of the compartment. The hoses had to be relocated along with the new bottom entry Ventrex muffler. At the same time I decided to move the in-galley exhaust hose below the galley shelves. I had already relocated the sink drain and anti-siphon hoses. So, how to fit everything in.

First problem was that the Westerbeke risor sits taller and its 45 deg tail pipe was too long to fit behind (my) engine. A short fully threaded

pipe nipple partially helped, but I had a machine shop modify the risor by cutting back the entry face and deepening the threads all the way back into the risor. This allowed the nipple to be completely screwed into the risor and the engine manifold. This shortened the mated assembly by over 2 inches and allows the ninety deg hose elbow to fit on the tail piece, just inside the back wall of the compartment.

The old cast iron risor was designed to rise above the waterline and used a top entry into the old box muffler. The newer muffler uses a bottom entry and top exit design which poses a potential problem of exhaust water flowing back into the engine on a severe port tack. There is much argument over the routing of hoses from the new risor to the newer muffler. The new risor tail piece points downward at 45 deg meaning the hoses will now go low (and stay low) over to the muffler. Arguments favor routing all the way to port and then forward to a point opposite the muffler, and then from port toward starboard into the low muffler. This square route raises the hoses above the waterline in a severe port tack situation potentially eliminating any water back into the engine.

Did I mention that all new exhaust hoses (and mufflers) use 2 inch diameters instead of the old 1 - 5/8 dimension? Well it is hard to get the ninety deg bends (much more a circle) required for the above square layout. A system of high temp elbows and hoses solves that problem but requires much trial and error fitting and clamps and at additional cost. In my situation that square routing interfered with other thru-hulls and fittings. I compromised and used a

shorter "U" shaped routing going from the aft wall directly to the inlet of the muffler. This still allows the hose to also rise on a port tack, but also keep the muffler very close to the engine (center-line) so the angle/rise is diminished. The new mufflers are smaller capacity and should blow/clear out better than the old larger versions.



Risor routing

I was able to mount the new muffler on the same wood pad close to the engine, and also in line with the old exhaust hose path through the galley. Did I say that my old exhaust hose was replaced maybe 10 years ago, so it was still usable? Again, a 90 deg elbow above the muffler just fit under the galley shelf, thus allowing me to submerge the entire hose down below. I added the reducer there to connect to the old 1-5/8 exhaust hose. In order to easily move the hose below, I cut a working hole in the port galley wall to reach and sever the hose there in order to get it out and then



Old risor



Westerbeke risor



Side cutout

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Risor access

below the shelf. A stainless connector and SS bands reconnect the cut pieces. This was a lot less work than replacing any length of or the existing hose with any new 2 inch product.

Almost done. The under shelf hose is supported by a couple of padded straps bolted under the shelf to reduce any vibrations. As with all the diesels, because of their reduction gearing, they

are higher than the original bed and compartment design. The water fill cap up front has a dome fitted under the settee cushion to accommodate that increase. My new risor also sits slightly higher in the rear. This required a rectangular cutout in the galley shelf, but the rise does not interfere with the drawer movement above. The anti-siphon hoses mount on the risor and the routing is longer but not a negative factor.

It's not all good. The new Westerbeke routing blocks the access thru the below galley trap door, but does allow easy visual inspection the fittings on the risor and tail piece. Access to the engine and trans is still thru the shelf cover above. The heat exchanger drain/zinc access is still below the new tail piece. The engine area is now cooler running and the newer system should outlast the owner! **-Max Munger**, maxmunger@verizon.net

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Helm Seat

Any ideas or models on how to build a skipper's seat for a Catalina 30. I accidentally kicked mine overboard (don't ask), and now I am in the process of building a wood one, but wanted to see if there was. Anyone who had built one, and had a nice plan for one I am interested. **-Lac**, Grace Full Spirit #6291

Here is a picture of my update on OneONine a few years ago. **-Norm Edman**, OneONine



Electronic Issues

Special thanks to Bob Thomas, Mike Smalter, and Terry Foster for submitting tech notes this issue. —**Ken Cox**, kenneth_cox@sbcglobal.net

I am going to replace my instruments this winter and am looking for local knowledge on the location of the transducer wires. I have a 1997 boat also, so hopefully they were assembled the same way. I am going to go with the Garmin Sail Pack 52 (wind instrument, 3-way transducer, and 2 instruments). I have a Garmin GPSMap547 already mounted on a swivel on the pedestal. It looks like the speed and depth transducer cables are tucked below the back of the port settee (visible from battery compartment). You say the mast cables exit under the floor behind the mast support. Is it easiest to access from the small bilge access in front of the mast or the large bilge access behind the mast? Where does the mast transducer wire meet up with the wires from the thru hulls?

I am planning on running the NMEA2000 backbone from the 3-way transducer in the V-berth to the back of the boat and up into the NavPod above the steering wheel. There will be 3 drop connections in the front half of the boat: from the thru-hull transducer, the wind instrument (via the GND10 box), and the power cable from the battery selector switch.

Then the backbone will go to the stern. As you know, on the MkII there is no aft berth access to the steering quadrant or pedestal. My boat has two corrugated black wire runs that go into a hole in the ceiling just behind the aft pedestal posts. I have opened the NavPod and it looks like there are 4 cables running up the port pedestal post (speed, depth, wind transducer wires, and maybe power?). I believe I will be able to remove the 3 transducer cables related to the RayMarine instruments, and hope that it will make enough room for the NMEA2000 backbone. I assume I will need to snake the cable through the pedestal tube without any connector and install the connector afterwards. Once the cable is in the NavPod, I will have three one foot drop cables (Garmin

GNX20 and GMI20Wind, plus the NMEA connection to the GPSMap547), plus the termination of course. Do you have any advice for snaking through the pedestal tube? I am planning on using one of the transducer wires to pull it through after removing the other two. I'm not sure if feeding from the bottom or the top is easiest. Will I need to remove the back bulkhead to access the wiring to the NavPod? Thanks for your help. —**Mike Smalter**

Mike,

I have stuffed both 1" rails of the pedestal rails on my 1997 Mk II. The limiting factor is the hole at the base of the rails in the fiberglass deck. I removed the existing wires attached to an old speedometer cable as a messenger line. I then bored the hole to the maximum size. I then re-installed all the necessary wires at the same time. Lube them up with dish soap so they will slide easily. I would run spares if available room.

My system is all Raymarine now so some will not apply to your situation but others might benefit from the info.

My factory Raymarine wind and depth run through the bilge. When they pass through the mast area there are a couple PVC chases laminated into the hull about 2 feet long (See Pic).

The sender wires can be cut to be fed through the PVC and Stainless tube and then re-attached. I used terminal strips as seen in some of the images. Garmin makes a field installable "DeviceNet" (010-11095-00) connector that goes into the Garmin GPS if needed.

I had a Garmin 740S networked into my Raymarine SeatalkNG network but have since replaced it with a Raymarine eS78 MFD.

If I were you, I would run the DeviceNet NMEA2000 backbone cable through the pedestal rail. Then run all the other wires using a flimsy fish tape of speedometer cable trick. You have both rails so you have lots of space. If you need to cut the connectors off and just use a connector strip (see pictures). Once the backbone cable is in you can

"T" all the rest of the NMEA2000 stuff either in the pod or down below. Raymarine uses a backbone (black/blue cable) /router block and spur (Black/white) cables attaching devices. I have a backbone block in the pedestal navpod and a block below by the autopilot. DeviceNet uses all "T's" instead of a block.

The block with the black/yellow is a Seatalk to SeatalkNG converter that allows attachment of older Seatalk speed sensor to the new NG network. This allows the apparent/true wind speed. In one of the pictures you can see I added a second stainless tube at the new engine pod the bring additional wires into the engine pod.

There is a picture from the mast area bilge showing the PVC tube chase and you can see a large round hole. On my boat this hole is under the table base. I removed the base and was able to fish wires for a radar up my mast post by CAREFULLY making an access hole where the mast wires exit the post and enter the PVC wire chase.

The interior mast stainless post has a small entry tube at both ends that is about 1" which made it difficult to fish the wires with the mast stepped. You can access the top tube by removing the turning blocks from the base of the mast.

I also have re-located my EV-1 electronic autopilot compass from the rudder post to a new location due to interference.

Hope there is something here you or others can use sometime. —**Bob Thomas**, 1997 C28 MkII #498

Bob,

Thanks for the note Bob. I have never seen a neater wiring arrangement than the picture of your NavPod. In reading about you enlarging the hole in the fiberglass below the pedestal tube I think I just had a revelation. I had thought that the 4 nuts in the aft cabin ceiling were attached to the bottom of the posts. Are the pedestal tubes just mounted to the floor of the cockpit? If I take out screw at the bottom of the post can I raise

Visit the C28 website for photos and more information.

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the tube to have access to the hole and wiring?

I am planning to go with Garmin because I am worried about converting from the old Seatalk to Seatalk NG to NMEA2000 and potentially having to ask Raymarine why the data wasn't getting to my Garmin. Also, the Raymarine manual says the converter works with ST40 and ST60+, but doesn't mention ST50+, which is I think what I have. I had seen the Garmin DeviceNet (now called NMEA2000 Field Installable Connectors). They are \$32 each! Do the terminal strips work just as well on an NMEA backbone? Is there any problem with shielding? Thanks again! **-Mike Smalter**

Mike,

The pedestal tubes on my 1997 are lag screwed into the cockpit sole along with the side retaining ¼-20 screws. If you remove the screws at the base and loosen the screws that secure the tubes at the pedestal binnacle, the guard, with a little difficulty, will lift up as much as the wires will allow.

Use caution when lowering back down because a friend pinched one of the cables under the foot. He had intermittent electrical issues and I realized it was pinched because the wire wouldn't move up and down in the rail

The pedestal guard feet are surprisingly, plastic. Wrap butyl rubber around wires before re-installing feet. In the future if you need to run more wires the butyl rubber will bind up the wires so squirt the area with WD40 and it will free them up.

If I remember correctly you can see the wires through the port aft compartment up against the plywood bulkhead. Its easiest to just remove the plywood bulkhead for best access because of the water heater.

The RM ST-50+ boat paddle wheel converted ok with the Garmin which a paddle wheel speed sensor is required is required for the RM I-60 SeatalkNG true/apparent wind speed. I get the depth from a RM CHIRP Sonar with DownVision. The sounder is a transom mounted sounder that use as a "shoot-through-the-hull" mounted in the bilge forward of the mast. Some have said it will not work inside the hull but mine works great. I made an acrylic box without

a bottom, silicone the box to the hull, filled with antifreeze and silicone sealed the top.

See picture without top and anti-freeze installed.

The Garmin 740S is a little more user friendly and easier to read but the RM eS78 is more detail oriented, smaller print and more compatible with all my other electronics.

I'm in the process of adding a mast mounted RM Quantum radar. The nice thing about the Quantum is that the data stream is wireless to the eS78 so all you need is a power cable.

The eS78 also has apps (RayControl) that can be a remote multi-function display that can be used below to view/control the display.

I have terminal strip all over and have never had shielding issues. The field installable connector is no different than a terminal strip and it isn't shielded either.

I would just observe where the strip is located to be safe and not have it loose where it could lay up against a high load power wire.

You can get a Garmin 320-00387-02 10m (32.8 foot) Boat NMEA2000 Backbone Cable NMEA 2000 on eBay for \$24 and it already has the connectors

Sorry for get a little obsessive which is due to my experience outfitting fire apparatus. **-Bob Thomas**, 1997 C28 MkII #498

Mike,

I was looking at my C28 MKII this morning and need to make a correction in the pedestal guard wire routing info I previously gave you. I work on C34's more often then I work on my C28 and I was referencing the path on the C34 by mistake. The stainless engine pod wiring DOES come through the cockpit sole and is accessible in the aft compartment but NOT the navpod wiring. My navpod wiring travels through the bilge into the aft compartment and into the radial well steering well compartment in the cockpit sole. It then travels up through the Edson pedestal and exits the pedestal under the under the pedestal guard mount and enters the stainless guard and exits into navpod.

It is a difficult path to make without interfering with the crossing steering cables, sheaves and drive gears in the

pedestal. I enclosed the wiring in plastic convoluted split loom. As I said, my pedestal is stuffed with wires so pictures are worth a thousand words.

See attached pictures. The most difficult point is where the wiring turns up the base of the pedestal through the cast aluminum turning/idler wheels sheave base bracket without the pedestal being removed. The path to the engine pod is easy but you will not get to many more wires into the factory port side engine pod tube which is why I added the second engine pod tube. **-Bob Thomas**, 1997 C28 MkII #498

Mike,

The feet under the pedestal will seal well if you use butyl rubber. It works great on the C34's. The path through the pedestal isn't within most peoples skill set which is why I said "it is a difficult path". Through the deck is a good option and they make covered plastic wire chases sold at electronic stores, if you can find one anymore, that would conceal the wiring pretty good. I used it when I had to bring wires through the cabin top into the bathroom to the electrical panel for a solar charger.

-Bob Thomas, 1997 C28 MkII #498

Terry,

At first 3" sounds crazy, but since the ceiling under the pedestal comes down an appreciable amount and the cockpit floor is flat, I guess it makes sense. Did you glue a tube in the hole higher than the deck to prevent water from going down the hole?

Bob/All,

I get worried when I read "It is a difficult path to make without interfering with the crossing steering cables, sheaves and drive gears in the pedestal." The last thing I want to do is screw something up. I do have about 6" of the black plastic convoluted split loom between both corners of the aft edge of the bump in the ceiling below the pedestal and the aft bulkhead. If I remove the bulkhead for better access, open the split loom, and am able to move the transducer wires up and down with me pushing/pulling from below and a helper pushing/pulling from the open NavPod, is it reasonable to believe that I should be able to remove two of the transducer wires,

and use the third as a tracer to thread my backbone cable up into the NavPod without fouling the steering?

I have three goals in replacing the instruments:

1. Replace the Wind Instrument that isn't working reliably
2. Get the Wind data to the Garmin GPSMap547 via NMEA2000
3. Get depth data to the Garmin via NMEA2000 (this is a weak want. I rarely need depth info on Lake Ontario)

I decided to get the whole instrument package from Garmin because it is only about \$300 more than buying the wind transducer and instrument separately, and the current 20 year old speed/temperature and depth transducers/instruments will not last forever.

If the wiring is too problematic, I could opt to get a wireless masthead wind transducer that needs no extra wires getting to the NavPod. The NavPod already has power, and I could have a really short (10 inch?) backbone within the NavPod only (terminator-T for power-T for Wind-T for NMEA2000 to Garmin GPS-terminator). The downside of the wireless wind transducer is that the solar rechargeable battery needs to be replaced every 3 years (i.e. trip to the top of the mast), and the wireless signal can in some instances be less reliable than a hard wired connection.

-Mike Smalter

Bob,

I'm going from memory now, but as I recall, it was solid, about 3 inches, plywood, layers of glass and resin. I used a whole saw. I replaced the original 1" pedestal guard with a 1.25" one, gives you little extra room for future additions, in fact, I want to add ram mic, but I have to cut the end off the cable and make the connections up in the Navpod.

-Terry Foster, 1997 Catalina 28 MkII #472

Visit the C28 website
for photos and
more information.

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Association News

News That's Specific To Your Catalina

Catalina Fleet Rosters

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

CATALINA 36/375 FLEETS:

C36/375IA Board Member, Fleet Relations

- #1, Santa Monica Bay, CA**
ginny.lechler@gmail.com
- #2, Long Beach**
mbierei@pirnie.com
- #3, Chesapeake Bay**
wjhomes@zoominternet.net

- #4, Puget Sound**
rodj2@msn.com
- #5, Long Island Sound**
tjl2000@optonline.net
- #6, San Diego**
dmumby3@cox.net
- #7, Lake Ontario**
crew@ceibaone.ca
- #8, New Jersey Coast**
calypso36@comcast.net

- #9, San Francisco Bay**
jennai1@sbcglobal.net
- #10, Gold Coast (Ventura & Channel Islands)**
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- #12, Punta Gorda, Florida**
jblyth2@mindspring.com
- #14, Low Country (S. Carolina)**
jblyth2@mindspring.com

- #15, Lake Texoma**
jblyth2@mindspring.com
- #16, Texas Coast**
jblyth2@mindspring.com
- #17, The Netherlands**
e.scheffelaar@marineobjects.nl
- NEW FLEET – Lake Huron / Cheboygan**
jenweber33@charter.net

CATALINA 34/355 FLEETS:

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- #12, Chesapeake Bay**
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- #13, Lake Lanier Georgia**
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- #14, Florida East Coast**
bob@s-i-inc.com

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- #32 Lake Lanier, GA**
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- #46 Grapevine Lake, TX**
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- South Shore Yacht Club, Milwaukee, WI**
http://2011c30anationalregatta.com

Other regional C30 Fleets

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celtic-myst@attbi.com
- KLACA Kerr Lake**
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- OSCA Rhode Island**
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www.sbcyc.org
- CSMB Santa Monica Bay**
millerjonathon@mac.com
- Lake Hefner, OK**
bluwater30@cox.net
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http://www.catfleet69.com
- GC3, Alabama**
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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 Catalina Factory Tour

Catalina **Fleet 21** is a Chicago area, family oriented all Catalina Sailing Club. Weekend cruising to new harbors is our greatest appeal, we are also active year round. In March 22 Fleet members and friends toured the Catalina Yachts factory in Largo, Florida.

Our host was Warren Pandy who did an excellent job taking us through about 12 different buildings, each dedicated to different processes in the production of a new boat. From hull glass work to final assembly it was a real education in the steps needed to produce a new boat. We learned that it takes about 3 months to produce a large boat like the new 425 which was a favorite boat for many of us.

Catalina still makes virtually all of the boat parts, so the hull lamination, liner and deck assembly were a major attraction. The wood shop and final assembly were very interesting. It takes a lot of work and parts to produce a new sailboat!

We arrived early and spent time in the store. Chris, the parts manager is very knowledgeable and confirmed that most parts for older boats are available or can be sourced. We had a very enjoyable dinner in a private room at Bascom's Chop House in Clearwater.

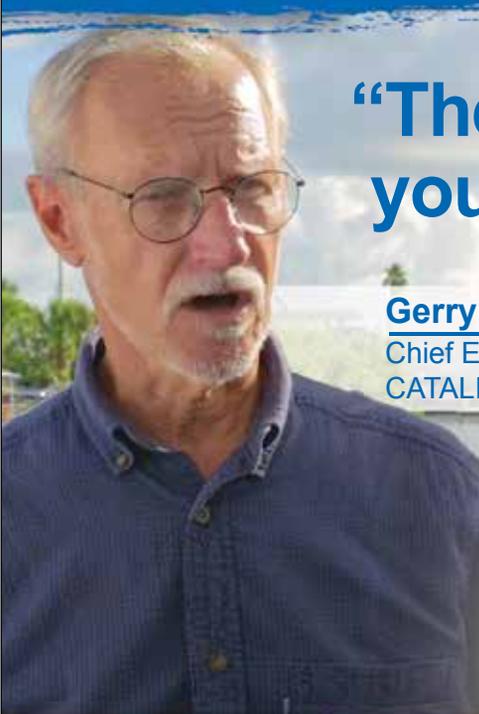
The tour was amazing! It was great to meet Warren, Chris, and Gerry Douglas. Next year is Catalina's 50th anniversary

to be celebrated in part by the introduction of the new Catalina 525.

We are making plans to again tour the factory in spring 2019, you should too!

To learn more about Catalina Fleet 21, Chicago Region, visit our website: www.catfleet.org





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CATALINA 470 NATIONAL ASSOCIATION

Hurricane Bud



C470 Association
Commodore
Bill Martinelli

Wheee! It is almost “Bud Time,” I know that doesn’t sound right. “Miller Time” sounds better just because we’ve heard that slogan for years. In this case Bud Time is correct as he is our second hurricane of

the season here in Mexico. The first was Aletta, Aletta was a Category 4 that turned west and petered out in the middle of the Pacific. I started this message on Monday, June 11, 2018.

Bud is a different sort though, the question is - is he a full blown Bud or Bud Light. We have to wait and see. Bud is predicted to head due north to Cabo San Lucas. In September 2014, Odile hit Cabo full force doing extensive damage to the power grid, roads, and buildings. (Wikipedia says: “tied for the most intense landfalling tropical cyclone on the Baja California Peninsula during the satellite.”) Many hotels were closed for months, 22 vessels were wrecked or grounded in La Paz with 3 sailors lives lost. The Baja area lives on the dollars and pesos of tourists. Not only do Gringos enjoy it here but Mexicanos from the mainland travel here for holidays as well.

If you’re planning a vacation you might consider visiting areas that were damaged last year by Hurricanes Irma, Maria, Harvey; those folks could use your tourist dollars. Hopefully Baja won’t need that help this year, but a few more days might tell.

Waiting, waiting, waiting, downloading/reading weather reports, downloading/reading more weather reports.

Wednesday, 7:00 am. Presently anchored at Isla Carmen nine miles east of Loreto. Reports predict 35 – 50 knots of wind from the east, downgraded to a tropical storm. We had planned to stay here, with good protection from east, north and south winds, except the forecasts show a problem. Right

If you’re planning a vacation you might consider visiting areas that were damaged last year by Hurricanes Irma, Maria, Harvey.



The mooring ball that hangs to the right of the sign is missing (placed in storage just in case of strong winds). Photo by Julie Lynn Olson.

after Bud passes east and north of us, 35 knots of wind is predicted from the west, not a good thing as this anchorage is wide open to the west. So, we’ll move south 15 miles to Puerto Escondido. P.E. is an almost completely hill-surrounded harbor with a very large mooring field that has been refurbished since the facilities (formerly owned by the Mexican government) were purchased recently by a private corporation.

Thursday, 2:00 pm. Bud is supposed to be upon us early tomorrow morning. The marina staff is out removing all signs hanging outside businesses, offices, banos, etc. Really, really don’t need big heavy wooden signs flying about. On Voyager we stow our sun shade, flags, check the bridle to the mooring, secure everything and put up our riding sail. Well, I think that is everything! Just have to wait!

Thursday, 8:30 pm. The marina calls the fleet via VHF and informs everyone that the Capitanía del Puerto has closed the port. This means we can’t leave;

however if we were outside the harbor we could come in for shelter. About 40 boats are throughout the mooring field (with room for many more), and 30-40 vessels are in slips.

Friday, 6:00 am. It’s raining big time, but not much wind yet. Boat and rig gets a really nice shower, I think the last time it got rained on was about six months ago. The latest weather reports show the remnants of Bud turning northeast towards the mainland; we have to wait and see, if he does that would be good for us.

Friday, noon. The rain has let up, so far no more than 18 knots of wind. Still supposed to blow more later on today, we sit and wait to see if anything happens.

Friday, 5:30 pm. Wind got up to 20 knots, which was less than predicted but from the west as predicted.

So Bud wasn’t even Bud Light, he began as a Category 4 and ended up as Bud Extra Light!

Only five and a half months until the Eastern Pacific hurricane season officially ends. Think I’ll go and get a beer out of the refrig!! –**Bill Martinelli**, Bill@martinellistudios.com

CATALINA 36/375 INTERNATIONAL ASSOCIATION

Nearly a Commodore Hat Trick



C36/375
Commodore
Laura Olsen

I'm constantly amazed at how much this Association resembles a family. In both cases, one can count on help when needed, can pick up the conversation no matter how long in between contacts, and can feel a bond despite the miles apart.

Case in point: two of our past Commodores were both in the home waters of your current Commodore during the month of June. I had the great honor to meet them both: Tom Sokoloski in Baltimore and Duane Ising in Annapolis. We nearly pulled off all three Commodores together as a ship board "hat trick," but sailing knows no set schedules and we could not pull off that feat. Nonetheless, our separate meet ups were a blast!

Despite a number of years since their

tenures at the helm of the Association, both still display a heartfelt connection to the underlying camaraderie with members and our visits, though very brief, truly felt like a meeting of family.

My only prior connections with our past Commodores came solely via the functions and features of the Association. Initially it was lively discussion at our chat group. Later it was on our Forum, where every topic was fair game and we had the sense to keep politics out of it! In today's realm, social media sites (including our wildly successful Facebook page) and texting helps members communicate in real time. Again, it is worth noting that cyber distance does not diminish the qualities experienced among our sailing community and it was our Association that provided me the opportunity to know both these wonderful sailors.

One thing all three of us Commodores have in common is a history of

having to manage and adapt to changing seas within the Association. We are at that crossroads again.

As of the publication of this article, our Webmaster, Nick Tonkin, has had to move on from that role. His service and unbelievably hard work to get our Website working cannot be recognized enough. Thank you, Nick, thank you!

I am also near a point where new blood needs to take over. Finding volunteers for any function within our Association is difficult, but if we are to keep things going, replacements need to occur on a routine basis. Please consider contacting me if you would consider volunteering or if not so inclined to serve, simply giving me input on what you want to see our Association doing is helpful.

In the meantime, keep in touch with your extended C36/375 family of sailors around the world. We really can all get along. —Laura Olsen, safetsuper@gmail.com

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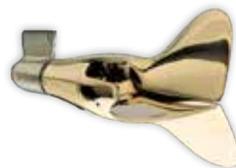
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CATALINA 34/355 INTERNATIONAL ASSOCIATION Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership increased to 513 from last quarter's 500, and includes 32 C355s.

The past winter did fly by, and the Catalina Rendezvous at Roche Harbor in the first week of May again brought the traditionally fine weather that event

has been known for. It was great to see many of the friends I'd only met last year, and new ones who I hadn't encountered before.

My friend Les on his Catalina 36, Mahalo, roped me into joining him on his dinghy in the Decorated Dinghy Contest. He had designed and built a PVC frame for heavy painted cardboard side panels that represented a fireboat. Les brought along a small gasoline powered water pump. We connected

the input hose to small length of chain to keep it underwater and I held the nozzle out and up spraying water while Les drove. As we passed the reviewing stand and the spectators it was mighty tempting to just pretend that the hose "got away from me" but I kept it under control. We actually won the contest! We were told later that some of the reasons we won were that we were the only contestants who wore our life-jackets and that everyone stayed dry!

Upon my return to Canada, I discovered that the oil seal in our raw water pump had let go, so I got to do a big cleanup and rebuild the pump again, 800 hours and five years after the last rebuild. A few weeks later I found the same oily mess. Upon removing the pump yet again, I determined that it's hard to get good help around here: I had neglected to remove the old engine to pump gasket from the back of the pump! No wonder it leaked again. I had earlier "sourced" that paper



engine pump gasket from a marine store in Sidney, but this time I found some closer to home and half the price at the Kubota tractor dealership right down the road from us here. There remains great merit in finding tractor parts for your engines. I have now found thermostats, gaskets and secondary fuel filters for much better prices.

The short winter season was just that, and I've begun to return to many of the new places I discovered last summer, returning just the other day from three nights at Annette Inlet, a relatively shallow 20 foot anchorage on Prevost Island.

Hope you enjoyed your summer. And again many thanks from all of us to you for supporting the C34IA.

-Stu Jackson

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

45 Years on the Water



C30/309
Association
Editor
Max Munger

Another sailing season is about to pass by me. That makes about 45 years on the water. Shermax and I gave up racing (and sailing) last year. Shermax at 38, had engine exhaust problems (see tech talk) which took me longer to replace than expected. And my bad knees

don't allow me the foredeck agility I once enjoyed. Shermax now has a lot of new parts throughout and I am enjoying cruising this summer.

Conflicts prevented me from attending last year's National Regatta, but I am entered again this August in Chicago. I have missed only one since 1993. I hope many of you Fleet #21 and Midwesterners attended. Results will be on the web and in the winter mainsheet. It's been several years since all of the IC30A officers go together. We sorely miss Jack, who developed many regattas over the years. Matt has really done a great job as Measurer, urging the Lake Michigan fleets to host NCR, and participate himself!

The web is in pretty bad shape, really old software limits editing and attempts to get help have failed. I will begin moving the material to a new GOADDY version this fall. It's a large task and I have little time to spare for such rewrites. The YAHOO group list is very strong, at over 2400 listees. Thanks to everyone who joins in the discussions. Whatever happened to the C309 owners? Membership has dwindled to just under 350 owners. The internet is obviously to blame. Comradery and information is so much more readily available online. But face-to-face contact in our fleets is more enjoyable! Join a fleet!

Most of the *Mainsheet* material is now derived from the elist topics with added text and photos from the authors. Most of the issues are technical. There are many new owners piping in with 'old' questions. The numerous help files and photos are available on our web and on the group list. I would hope for more descriptions of owner adventures and experiences aboard your C30, wherever you may sail.

The new membership service (Seth Martin in Roanoke Va) is working well. The application/renewal process has some glitches, but no members are being lost! Seth is doing most of the Catalina associations membership activities since LuAnn at Nanosec retired.

Speaking of retiring... As always IC30A seeks members and member comments on any (C30/309) topic. New members of the board would be acceptable also. There is much that could be done. C30s live on! -Max Munger, maxmunger@verizon.net

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CATALINA 22 NATIONAL ASSOCIATION

C22 National Championship Regatta

The 2018 Catalina 22 National Championship Regatta was recently held on Scotts Flat Lake near Nevada City, California and hosted by the Gold Country Yacht Club. Three fleets raced - Gold (Championship Series), Silver, and Spinnaker. Congratulations to David Hayslip who won the Gold Fleet and claims the title as 2018 Catalina 22 National Champion. Duncan McBride won the Silver Fleet. Randy Pawlowski won the Spinnaker Fleet. We extend our thank you to the Gold Country Yacht Club for hosting the event and to Don Hare for pulling everything and everybody together to make it happen!



C22 Association Editor Rich Fox

In other Catalina 22 regatta news around the country - Dennis Slaton won the Region 3 (southeast) Championship regatta. Keith Bennett won the Dixie Sailing Club's (Alabama) Punchbowl regatta. Sam Beckman won the Privateer Yacht Club's (Tennessee) Chattanooga Challenge regatta. Gary Allen won the St. Mary Boat Club's (Ohio) Catalina 22/ Commodore regatta. Andy Katz won the Region 8 (Texas) Genoa Championship regatta. And Doug Brennan won the Gold Country Yacht Club's (California) Go For The Gold regatta.



David Hayslip receiving the 2018 Catalina 22 National Championship trophy. Photo by Ted McGee.

In just a few weeks, the infamous Catalina 22 Gone With The Wind regatta will be held on Lake Lanier (Atlanta), Georgia the weekend of September 15-16. The Cave Run Sailing Association's Grand Annual regatta will be held on Cave Run Lake, Kentucky, the weekend of September 29-30.

The Catalina 22 National Sailing Association is already beginning work on plans for the 2019 Catalina 22 National Championship Regatta the first week of June on Fort Gibson Lake, Oklahoma. What makes this event special is that it will mark the 50 year anniversary of continuous production of the Catalina 22. We hope to have representation from Catalina Yachts to help make celebrate this production milestone event. Duncan McBride is the C22NSA Vice Commodore who is leading the activities related to this event.

In Catalina 22 cruising news, Mike Bracket of Catalina 22 Fleet 130 (Detroit) is organizing and hosting this year's Catalina 22 Great Lakes Cruise on Grand Traverse Bay, Michigan the week of August 12-18.

Finally, in early July, the Catalina 22 National Sailing Association released the Catalina 22 Technical Manual Update 2019 publication containing 148 pages of new Catalina 22 technical articles. When combined with the Catalina 22 Technical Manual (2006), and Update 2014 and Update 2017, there are over 700 pages of Catalina 22 tech tips available, making it one of the largest sailboat class resources of its type to be found anywhere. Instead of spending hours and hours searching the internet for Catalina 22 tips, the Catalina 22 Tech Manual brings all this information to the desktop quickly and easily.

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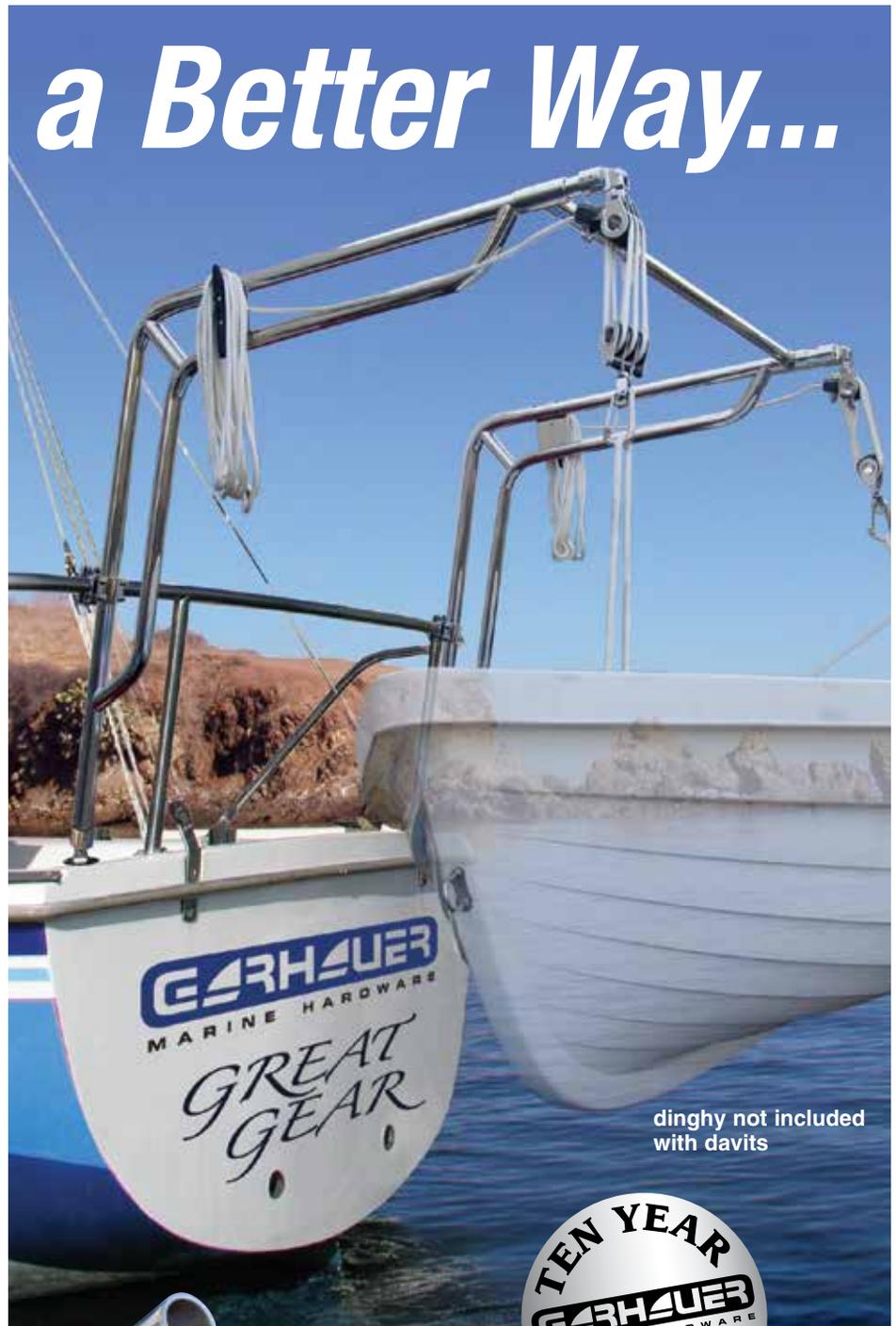
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