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MAGAZINE

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VOL. 36, NO. 2
SUMMER 2018

MAINSHEET



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SUMMER 2018

Volume 36 • Number 2

COLUMNS:

6 CLOSE ENCOUNTER
BY MIKE SIMPSON [CM440]

10 VIEW FROM THE BRIDGE
BY BILL MARTINELLI [C470]

12 CHANGE OF COURSE
BY LAURA OLSEN [C36/375]

14 SAILING'S MUST-DO LIST
BY DAVID CROSBY [C250]

FEATURE:

18 TALL SHIPS AND
TALL SHIP CRUISING
On July 4, 1986, The United States
celebrated the 100th birthday of the
Statue of Liberty. Perhaps some of you
remember this event. It was a celebration
of epic proportions...

TECH NOTES:

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

ASSOCIATION NEWS:

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



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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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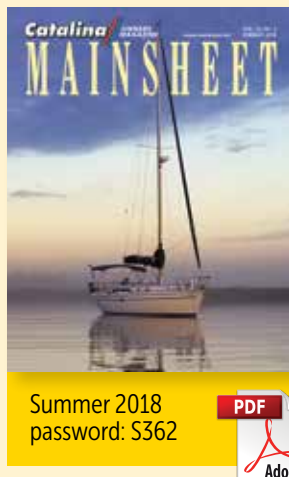
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EDITOR'S BARQUE

Small Now OR Big Later

One of the problems about getting along as I age is that today's decisions may become more important in that we might not be able to reverse the consequences. Once you set your mark, there may not be any turning back. When you're young, there is always a chance to take another path at a later date. Which brings me to a nautical problem many of us have pondered.

We all have those seemingly grand ideas of cruising the world in our very large and really decked out yacht with all the bells and whistles. This is the dream, and you know it's just around the corner. You have pored over these beauties at all the boat shows, and you can hardly wait for that magical moment when you close the deal and head for places unknown someday.

But wait... there is that nagging call to get a smaller, more reasonably-priced boat that fits your budget so you can start cruising now, albeit on a less aggressive agenda. True, it would be to more limited destinations, but the fun could start now. Some of the less expensive yachts are very capable of extended voyages. Why put it off?

Both scenarios have good points, and also some bad possibilities. Take the first one, big boat, more time to save and get the best of the best. The boat you have always wanted. Crossing those oceans, foreign ports, life without the worries of mowing the lawn, painting the house, etc. Just you and your spouse, blue sky, warm breeze, and a following sea. Oops, the economy is suddenly on a downward spiral. Your health is not exactly what it was a few years ago. Or maybe your spouse is not as daring as she once was. Maybe long cruises mean missing out on grandchildren.

Or how about the second plan? Fun now, short trips but lots of adventure right here in North America. Nights in new harbors with the locals. Maybe even a group of boats all on a summer cruise together. Why put it off, the time is now.

There is no right or wrong answer. Both plans can have their happiness and satisfaction. It just takes some deep thought as to what will be best for you and your family. I guess the moral of the story is the Nike slogan, "Just Do It."

— Jim Holder

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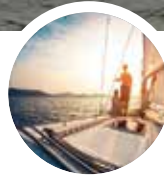
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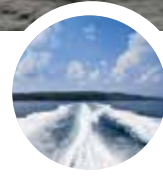
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Close Encounter:

A Discovery of Ourselves

By Mike Simpson • Catalina Morgan 440

As boaters, the one thing we fear most is the weather. The subtle changes that make winds, seas, and rain turn from soft downpours into torrential squalls, with lashing waves and howling wind. In the tropics, from June until



November, we fear the dreaded formation of a tropical low and hope that it does not morph into a storm or hurricane. It's a risk taken by everyone who lives and works in the Caribbean islands.

Jennifer and I, like other sailors, accepted that risk when we

began cruising in October 2012. We set sail aboard our CM440, *Three Sheets*, from Ft. Lauderdale, Florida, on a chilly morning right after Sandy—the most destructive Atlantic hurricane that year—passed offshore. It was a sober reminder that we were now in the tropics and special care needed to be given for these weather systems. We came from Dallas, where lake sailing presents its own set of weather challenges, but Texas lakes have nothing that compares to the power of a hurricane.

For five years we were water vagabonds. Gypsies who moved with the weather patterns and seasons. Our travels took us through the Florida Keys and into the Bahamas.

These fantastic cruising grounds were our introduction to the cruising life, and they did not disappoint. From the Bahamas, we made passage direct to the British Virgin Islands (BVI), arriving two days before Christmas 2013. We immediately fell in love with the BVI: the islands, people, and culture. We took to calling it “home” as we visited the territory so frequently. From the Virgins, we sailed the eastern Caribbean from Puerto Rico all the way down to Grenada, twice. Every island was as magical as the next. The history, culture, people, language, and food are unique to each island, and it was so much fun to immerse ourselves in it. As a tourist on vacation, you only experience a tiny part of this. As a cruiser, however, you actually become a part of the local community, where true friendships and bonds are made. Those are the real treasures.

Personally, as cruisers, we did not feel that we were on a mission of discovery. That had already been done by many cruisers before us, and we were simply following in their wake. The guidebooks have all been written, so it's quite easy to go cruising these days. To us, it was a more a discovery of ourselves and of breaking away from what is considered the “normal routine.” That is why we loved our boat name: *Three Sheets*. She was the third boat we had owned together, but her nautical meaning, loss of control, meant far more to us. The “loss” we saw was the breaking away from the norms of society. We were no longer under the “controls” of what was—and still is—expected of you in day-to-day America. The work, commute, mortgage,



Three Sheets at Anchor Cane Garden Bay



bills, etc., that trap us all just didn't make sense to us. We had to drop it all and break free.

We all know that our little floating homes cost money, sometimes way too much. It's important to have spare cash on hand for regular maintenance and those inevitable breakdowns. When I had the opportunity to be a day sail charter captain in the BVI in May 2017, I jumped at the opportunity. In fact, it was the best job I could ever imagine. It's taken me close to 50 years to finally figure out that this was the perfect job for me. It was fun while also challenging, and it allowed me to tell the same jokes and stories every day to a fresh batch of smiling faces. Best of all, I was sailing every day in the BVI—and getting paid to do it. Are you kidding me???

The summer went quickly and when September arrived, we had already experienced a few close calls from passing storms. Unfortunately for the Caribbean, September is the busiest month for storms. On September 1st, Irma began to develop into a storm as she exited the coast of Africa. She was already a Category 3 hurricane and projected to develop further. Seeing this monster's projected tracks, we enacted our hurricane plan. We had already secured a reservation at Virgin Gorda Yacht Harbor to haul the boat out of the water. Our insurance company specifically mentioned this in the policy and would pay up to half of the cost. It was a no brainer for us. Additionally, my work permit in the BVI was expiring on September 6th, the day the storm was expected to arrive. Before we hauled *Three Sheets*, we made a dash for St. Croix, 35 nautical miles south. In just four days, we sailed from BVI to St. Croix, prepped a condo and offloaded personal effects and a few clothes, sailed back to BVI, stripped the boat and hauled her into the yard, and then travelled by ferry and seaplane back to St. Croix. It was exhausting.

(continued on next page)

Back in St. Croix, we watched in horror as Irma exploded into a massive Category 5 hurricane as she entered the eastern Caribbean. She slammed Barbuda, decimating the island. Then, St. Martin took the hit; reports coming out of there were awful.



Three Sheets After Irma

CLOSE ENCOUNTER

(continued from previous page)

Back in St. Croix, we watched in horror as Irma exploded into a massive Category 5 hurricane as she entered the eastern Caribbean. She slammed Barbuda, decimating the island. Then, St. Martin took the hit; reports coming out of there were awful. She then set her sights on our beloved BVI and bore straight down on Virgin Gorda, where *Three Sheets* stood on jack-stands. The eye passed directly over Virgin Gorda then onto Tortola, where wind gusts were clocked at 225 mph, sustained of 185 mph.

After she passed, 90% of the homes, hotels, resorts, and businesses had suffered damage. Some homes, even now (March 2018), are still unlivable due to the lack of roofs, walls, and even floors. The charter fleet, numbering over 1,000 vessels, lost close to 800, all sunk and destroyed by the winds and 40-foot waves. Catamarans were tossed through the air like toy kites, landing on two story houses. Monohulls were pushed up hills and power-day charter boats were carried miles down roadways by flooding water.

In Virgin Gorda, the devastation was horrible. Homes and businesses were destroyed, but fortunately, there was very little loss of life. Famous locations like the Bitter End Yacht Club, Saba Rock, and Necker Island suffered catastrophic damage. The boatyard suffered greatly from the winds as catamarans were piled upon one another and boats shifted off their jack-stands.

Three Sheets did not escape the wrath of Irma, and she fell to her side. She was protected by the hulls of other boats around her and escaped most flying debris when she fell, but the damage was considerable, nonetheless. We saw her four days after the storm ripped through the islands while we were running relief supplies to the BVI on another boat from St. Croix. We only had 45 minutes to inspect her and to remove a few personal items. It was an emotional moment to see her that way, to say the least.

Two months later, our insurance company notified us that she was deemed a “total constructive failure.” We had a feeling deep down this was coming, but finally hearing it from our insurance company and seeing it in an email, it became real. It was a heartbreaking and overwhelming crushing moment, almost like losing a family member. Could we have done things differently? Sure. And we are certain that some armchair sailors are nodding their heads in agreement right now. Do we second guess our decisions? Absolutely not. We made the right choices based on the information on hand. We had a hurricane plan in place, and we followed it to the letter.

We could not have run. We had made it a point early on in our cruising life that the boat would always be ready to sail within a few hours, if needed. It was part of our preparedness plan. *Three Sheets* was ready to go and we could have sailed for “safe” harbors in Puerto Rico or south towards Martinique, but sailing in front of a Category 5 hurricane—not knowing its final direction—was not an option. Just one or two degrees change north or south on Irma’s track, and you would have been either a hero or a zero. We could also have experienced a breakdown along the way. Placing our lives at risk didn’t make sense. For those still saying they could have run, I offer you a tragic example of why not to do it. A couple from St. Croix did just that. They ran from Irma successfully and then, thinking luck was with them, tried to run from Hurricane Maria 10 days later. They were last heard



Three Sheets at Anchor Christiansted, St Croix

from via phone battling 30-foot waves, both were seasick, and their engines had failed. Their catamaran was found 10 days later upside down on the coast of Puerto Rico with no one aboard...

Could *Three Sheets* have been better secured? Maybe. Virgin Gorda was traditionally a “hurricane” marina. Management secured vessels in hurricane pits (i.e., concrete lined holes deep enough to submerge the keels). These pits, along with tie down straps, were supposed to limit the windage and prevent the boats from tipping over. Rigs were also removed. It’s a sound plan that was developed in response to previous Category 5 hurricanes (e.g., Hugo, Dean). Upon inspection, however, we found every single boat in the pits was pushed over and the keels and/or rudders were snapped, cracked, or broken off. Let that sink in. Every. Single. One. Boats with eight straps tied to anchors buried four feet in the ground fell over. The rules have changed, my friends. Irma proved that there is NO safe way to store a boat ashore.

Many boats in the water that were secured in “hurricane holes” fared even worse. The holes in the USVI and BVI were packed with locals, cruisers, and charter boats. It’s a well-organized system that relies on the combined strength of other secured boats, firmly anchored moorings, and mangroves to keep them all safe. After Irma, those sites were graveyards. The winds broke boats free one by one or a group at a time, sending them crashing into the next group. This domino effect rippled through the anchorages. As of March 2018, boats are still being discovered, pulled from the murky depths. Some may never be found.

Ultimately, you prepare as best as you can with the resources on hand. Then, you hope for the best. Even your best hope, preparation, or planning is no match for the fury of a Category 5 hurricane.

Irma will forever change the insurance policies for boaters. Fellow cruisers are now getting their policy renewals, and the escalating rates are startling. For some, premiums have increased 100%. Others will be completely excluded from the Caribbean during hurricane season, with no exceptions or no coverage offered. For many, haul outs are now mandatory and some companies even want boats to be stored in cradles, secured to the ground. We were fortunate to have insurance on our vessel. GEICO Marine Insurance has been pleasant to work with, and we highly recommend their services. In fact, we will look to them again when we find our new floating home. GEICO offered us first rights to salvage *Three Sheets* at a very fair price. However, before we went that route, we

Ultimately, you prepare as best as you can with the resources on hand. Then, you hope for the best. Even your best hope, preparation, or planning is no match for the fury of a Category 5 hurricane.

commissioned a salvage survey to determine the extent and cost of the damage. Caribbean Marine Surveyors in BVI evaluated the vessel, and they delivered a report to us in a few days. Not bad considering the utterly crushing workload around them. The report painted the picture of a very broken boat—keel separation, rudder post bent and skeg cracked, deep cracks in the bilge. They recommended removing EVERYTHING below the floors, as there were cracks that continued past the keel bolts and beneath the tanks, generator, and engine. Add to that the floors had shifted and would not align correctly, doors would not close, and drawers could no longer open or shut. Damages exceeded 60% of the value of the vessel, per the surveyor. It would be safe to say that figure would escalate another 20%-30% once she was in a yard.


Speaking of yards, there was nowhere to fix her in the BVI. Nanny Cay and our yard, Virgin Gorda Yacht Harbor, had limited facilities. Virgin Gorda had no workshops at all. The closest facility was 80 miles away in Fajardo, Puerto Rico, and Puerto Del Ray already had a 6-month backlog of repairs. Add in the shipping of parts, delays, contractor scheduling conflicts, and the inevitable “island time” and that repair window would stretch even further into the future.


And, fun fact, when a boat is designated a “total constructive failure,” you cannot insure it until all items are repaired and another survey is performed. So, having a boat that could not be repaired or insured with hurricane season only six months away made it easier for us to accept the insurance settlement.

For nine years, *Three Sheets* was more than a home or a boat. When sailors talk of their boats having a “soul,” there is complete truth to it. Boats sing to you when they are happy and moan when they are upset. All you have to do is listen. They sometimes refuse to cooperate or even move when they need attention and yet delightfully surprise you when you least expect it. Boat ownership, especially cruising, takes time and a whole crap load of blood, sweat, and tears. But, what we put into our boats is also what we take out of them. The satisfaction and enjoyment of all our hard work pays off in dividends. We know the countless sunsets and sunrises, stormy weather, crystal clear water, new friends, and experiences were possible due to *Three Sheets*. The years we put into her rewarded us with many safe passages and, for that, we are eternally grateful. She was taken too early from us.

All stations, this is S/V *Three Sheets*. Nothing further. Signing off.

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View from the Bridge:

Hanging Out with Marine Science Researchers

By Bill Martinelli • C470 Commodore — Photos by Bill Martinelli/Julie Lynn Olson

Well, we are here, and you are not! So your response to that is - so what?

What you are missing out on is: sitting around doing nothing! What do we do all day? Well, not much of anything. In the 7 1/2 years we've cruised Mexico, I've read close to 600 novels plus numerous manuals and troubleshooting guides. When that gets boring and I have to admit it sometimes does, we swim in 80-degree plus water, paddle board, kayak or beach walk.



Recently, to spice things up a bit we hung out with some marine science researchers from the university in La Paz in a beautiful anchorage on Isla Partida about 20 miles north of La Paz.

The research team was there netting adult sea turtles for their continuing study of the creatures well being. They, with the help of local fishermen, set out shallow nets late in the day and left them overnight for turtle retrieval in the early morning. The nets are designed to capture the turtles but allow them to come to the surface to breathe until they are collected.

Once hauled from the water, the turtles are stacked on their backs in the park department's panga (the ubiquitous Mexican all-purpose motor vessel) until the scientists take them one by one up to a sheltered table on the beach where they check their health, measure and weigh them, check or apply an identification tag, and a few other things to the turtles' dignity and then release



them back in to the sea. (They are air breathers so a bit of shore time does not harm them.)

The biggest one studied this time was 70 kilos, but in the recent past they netted one in this same bay weighing one hundred kilos. We first saw a "show" just like this when we came down in 2010...so it is an ongoing effort.

In this anchorage we typically see several sightings of turtles a day swimming around our boat. The university folks estimated that there are a good 40 or so of them milling around us in this bay at a time.

Four of us actually got a little bored the other day and decided to jump in a car and drive a couple of hours from the Sea of Cortez over to the town of Puerto San Carlos on the Pacific side (Magdalena Bay) to go whale watching. We contacted a friendly and knowledgeable guide who took out in his panga to an area where there was something in the neighborhood of 100 grey whales.

Grey whales are the ones you can be near to without fear; getting close to a Humpback is not a smart thing to do as they like to jump out well of the water. Having 30 tons land on you would make for a bad day! Greys are calmer and more elusive but we did get some very nice views of them. Our guide would slowly move over towards where whales were swimming to and then stop to wait for the whales to get curious and come alongside the boat. Altogether we spent seven hours on the trip





including a one hour break in a village on Isla Magdalena to have a fresh lobster lunch for all of \$15 US.

So, you can envy us, or get off your backsides and come to La Paz. There are plenty of boats for charter, and we know that some of you up the Pacific coast are working on coming down soon!

The biggest one studied this time was 70 kilos, but in the recent past they netted one in this same bay weighing one hundred kilos.





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Change of Course:

Prepare for Your Journey

By Laura Olsen • C36/375 Commodore



My Captain's license dream was fast approaching bucket list status I suppose, but I was determined to get it.

I was very pressed to get an article together this edition. At least the reason for delay prep was nautical in nature: I was busy studying for my Captain's license.

Not one to be deterred from getting us Commodores to produce, our diligent *Mainsheet* editor (Lauren Nicholson), was not about to let me off the hook! She suggested writing about getting my license.

Here's my story. I'm not a young sailor. Figure a bit over 6 decades on the planet and about 30 of that off and on being involved in sailing.

My license dream was fast approaching bucket list status I suppose, but I was determined to get it.

Until January of this year, I had been working two jobs. I left the second job (as a chiropractic assistant, which also required past licensed efforts. Hmm, I see a pattern of lifelong learning here.), and thus began my quest to earn my Captain's license.

During the past two years, getting this license weighed heavy. It was something is always wanted to do. Not necessarily because I planned to use it as paid work, but rather to further my skills as a sailor.

I won't pretend to advise anyone considering this license to pursue it one way over another. That said, my first attempt was to sign up for an online course. I initially chose that tack while still working the second job, thinking I would be able to work in study at whatever times were available.

Two years after first signing up, it was very apparent I would need to alter course and head to Annapolis to a highly reputable school of seamanship. Best decision I ever made!

I spent the past three weekends (a total of 56 hours) in a grueling haul. As noted above, I own up to being a relatively old dog (with respect to learning new tricks)

and it does get harder to keep volumes of fast coming information in the right places for an exam.

Both the course and the process to eventually arrive at my destination were hard but so worth it! The sense of accomplishment I have feels truly earned.

Others may find a different path to becoming licensed, but for me, the in-person experience of my instructor, the materials provided, and the camaraderie of my seven classmates was invaluable. You don't get that online. This was NOT a teach-to-the-test course. The instructor was very serious about making us all competent navigators and better all-around sailors. The true Captain always takes his/her duties seriously and the school taught it that way.

After receiving my certificate (needed for my submittal to the Coast Guard), my instructor and I briefly discussed how I changed course from online to the school. He stated he had recently had two people in his class that had tried for two years to do and pass the online version and they kept failing. They passed no problem at the school.

I am not saying online or other methods won't work. Everyone has a different approach to learning and variable skill sets when they begin considering a license. My advice: do your homework on what will for you. Before you go to test, REALLY do your homework to study as much ahead of time as you can manage. Had I not done some level of study before school and familiarizing myself with what lay ahead, the outcome may have been very different. I'll not sign off with good luck. Rather, I'll say (as any good sailor would): prepare for your journey.

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Sailing's Must-do List:

"Small World" Begins America's Great Loop

By David Crosby • Catalina 250 • Small World • St. Louis, MO



I have lived in the St. Louis, MO area for the majority of my life. Even though I am about as far from the ocean as you can get, I have been sailing and dreaming of sailing around the world for the majority of my life. I have done some pretty serious sailing, on other people's boats. I have done a trip similar to this trip on a friend's Tartan 30. We motored from Alton, IL to Chicago, IL via the Mississippi, Illinois, Des Plaines and Chicago Rivers. A few years after that I sailed from St. Maarten to Bermuda on a Swan 48 and then six years after that, I took advantage of six months of severance pay and did another passage from St. Maarten to Bermuda to Newport, RI on a 60 foot catamaran followed by a Transatlantic Passage from St. Thomas, USVI to Azores, to Scotland.

My dream of sailing around the world has been downgraded for many reasons. However, I still dream of big adventures. When I finally settled on buying a Catalina 250, I was pleasantly surprised to discover then name that was already on the boat. Before I announce the name, all pre-purchase photos of the boat indicated that she was not named. This pleased my wife. My history with boats has been that I tended to keep the name that was already on the boat. Unless the previous owner directed that the name be changed. My wife was excited that we would be picking the name for this boat. Anyhow, when I arrived in Washington DC to view the boat, the name "Small World" was emblazoned across the aft quarter of the hull sides. This screamed perfection to me. The Catalina 250 is the perfect boat for my stepped down dream. It is not capable of an around the world trip, but America's Great Loop had become firmly in my sights and while small, the Catalina 250 is quite capable and in my mind the perfect boat. The Great Loop is my "Small World". The Catalina 250 "Small World" is my mode of transportation.

I have owned bigger boats. I had a Morgan 30 that was kept on the Mississippi River just north of Alton, IL. I had always wanted to do the trip that I am now writing about in that boat, but never did due to the cost of having it trucked home once I arrived at Kentucky Lake. The Catalina 250 has allowed me to go on many trips to neat locations while still in the work a day world. As in this trip. My friend, Brice and I, did the trip via boat and a week later, our wives arrived at Kentucky Lake with the tow vehicle and trailer. The boat is now back home and set up to sail locally and ready for future phases of the Great Loop. This phase of My Great Loop took place from September 24th – October 1st, 2017.

DAY 1

Started my Great Loop today. Although, this is just a one week first segment. We departed West Alton, MO at 7:40 am. All was good at Harbor Point Yacht Club until we woke up and needed to use the wash rooms and showers. All water in the marina was turned off. So, we skipped the showers and a leisurely breakfast and just departed. Good thing we did.

We had no delay at the Melvin Price Lock and Dam. We were immediately cleared into the chamber and as soon as we were secure along the wall, they started our drop down. They dropped us over 20 feet. It was far more than I had expected. We then made our way south on the Mississippi for a short while and detoured off the river into the Chain of Rocks Canal. At the end of the canal we had one more lock to drop us lower. Again, we had no wait. Although the three power boats that locked through with us had to wait in the chamber at Lock 27 while we made our way as fast as we could. Once again, we pulled straight in without delay and started our drop as soon as we were secure on the wall.

We traveled a total of 33.32 nautical miles today and finished up at Hoppies Marina in Kimmswick, MO. It was pretty early in the day to stop. But this is one of those stops on the Great Loop that everyone says is a must stop. So, here we are. We had the legendary talk on what is to come from Fern. We then had a nice dinner of Pork steak and veggies.

DAY 2

As mentioned before, we stayed at Hoppies Marina in Kimmswick, MO the first night. When we woke up in the morning, we had a leisurely breakfast. After breakfast, we

walked down to join the others for some conversation about the days run. There was concern generated from a report that The Olmstead Lock on the Ohio was going to be closed indefinitely. So, most of the boats decided to stay at Hoppies until receiving word about the lock being reopened. This had me a bit worried. If I could not get to Kentucky Lake I was concerned about running out of time before having to report back to work. There are no marinas between Hoppies and the Olmstead Lock. So, I got to looking at the charts and saw that there is a boat ramp just downstream of the lock. I then called the lock master on the phone and discussed the closure and the usability of the ramp if we needed to make a change of plans. He reported that the closure was due to something blocking the downstream gates and that a diver was scheduled to go have a look. He felt they would not be closed too long. And confirmed the ramp was good for our needs. I reported to the group what I was told and announced we were leaving. They said they would probably wait a few more hours before departing.

Today, we traveled 36.51 nautical miles (42 miles) to the Kaskaskia Lock and Dam at the confluence of the Kaskaskia and Mississippi Rivers. We did discuss for a short bit that if the Olmstead lock was to remain closed, we could just head up the Kaskaskia River back towards Carlyle Lake. It looks like the Kaskaskia is navigable for about 29 miles.

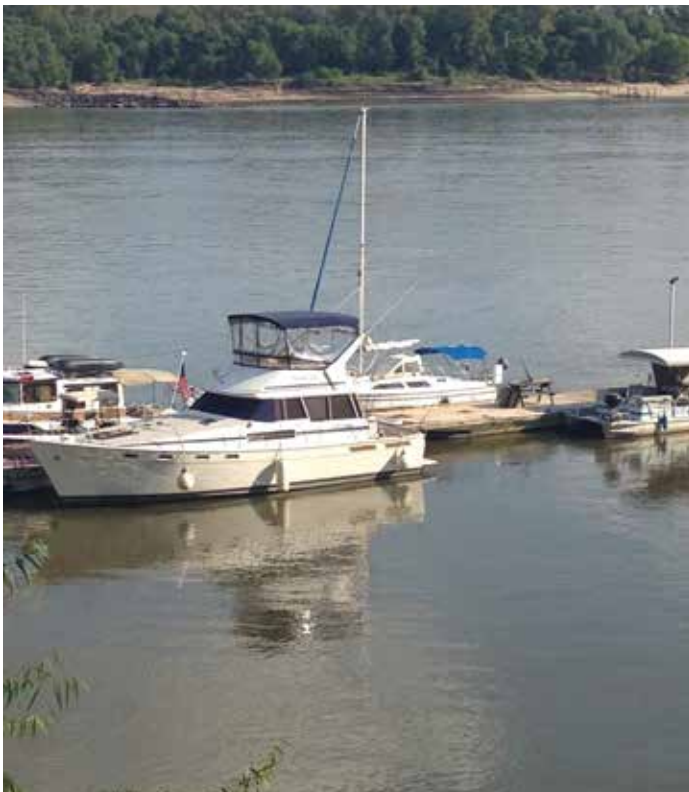
The Kaskaskia Lock will allow recreational vessels to tie to the outer lock wall for the night. There are no services. Just a small area that we can walk along between boats. We were invited over for cocktails aboard one of the Trawlers "Resolute." We had an enjoyable visit before heading back to our boat to prepare dinner. We had hamburgers on the grill that evening. Kept it rather simple.

DAY 3

This morning we woke up with the sunrise and got an early start. We had a long run today. We traveled 54.49 nautical miles today (62.7 miles). It was another uneventful day. The most important thing on our mind was finding a place to go ashore to buy ice. We knew we were going to be a few more days before seeing a marina or any real good place to stop. First we thought that Chester, IL may make for a good stop. Looked promising on the chart, but in reality, nothing was close by. So, we pressed on. The next good possible place looked to be Tower Rock Campground in Grand Tower, IL. We scoped out the place with the binoculars and it looked promising for ice, but was going to involve anchoring out and a dinghy ride ashore. We elected to hold out to see what Cape Girardeau had to offer.

As we approached Cape Girardeau we saw a dock. It was the Kidd's Oil Fuel Dock. I knew from reading Great Loop guides that they only have diesel. Anyhow, we pulled alongside and tied up. The dock had a gate that was locked with barricades, so there was no going ashore via their ramp. However, I looked up their phone number on my phone and gave them a call and enquired about gasoline. When he said they only had diesel, I asked if he would mind if we tied up for 45 minutes to an hour and took the dinghy ashore to walk into town to buy some ice and gasoline. He told me that he had a key to the gate's lock hidden and that we could unlock the gate, do our thing and just be sure to lock up when we departed. So, we grabbed our gas cans. Just needed 8 gallons. That is all we had used traveling three days on the river. We also emptied out the cooler with wheels and walked into town. We had to

(continued on next page)



SAILING'S MUST-DO LIST:

(continued from previous page)

go several blocks to find the closest gas station. Brice started pumping gas and I walked into the store with my cooler in tow. That freaked out the attendant. When I inquired about ice, he says, "Are you a boater?" I responded yes, and he says "that explains the cooler." So, anyhow - mission accomplished. We are stocked up with ice, gas and rum for our next few days of bucking the current on the Ohio. After leaving Cape, we motored the few miles to our anchorage for the night. We anchored in the Little Creek Diversion Canal just south of Cape Girardeau, MO. If you are following along on a chart, it is located at mile marker 48.9. We are tucked in off of the main river with five other Great Loopers. Same boats that we have been with since leaving Alton. As we were pulling into the canal, "Sweet Liberty" invited us to tie up alongside and join the group for cocktails. We decided to pass and get settled in at anchor before joining them. We also desperately needed to prepare dinner. We really did not want to barge in empty handed and hungry. By the time we finished dinner, the party was breaking up. So much for being the slower boat. Tomorrow we plan to finish up with the Mississippi. We will stop at an anchorage just shy of the Ohio.

DAY 4

We woke with the sunrise and got busy right away. Breakfast was Sausage, Scrambled Eggs with Cheese, and Coffee. We made fairly quick work of breakfast and then got busy getting the anchors up. They came up somewhat clean, so not too bad of a task. The canal had a lot of scum on the surface when we arrived. Looked better at departure in the morning. But, oh man the dinghy is a mess. It is going to take a lot of scrubbing when we finally get to a dock with a hose. I imagine the boat's waterline is probably just as gross.

We got under way at about 8:30 am. After rounding the bend below Cape Girardeau, I saw that the mast head wind indicator was pointing to our stern. I figured if there was enough wind to keep it flowing from that direction while making way under power, then maybe there was enough wind to sail. So, we raised the mainsail and turned off the motor. We also unfurled the jib, but we really needed to rig to run wing on wing. Since our visibility was already quite limited and the job making matters worse I decided to not wing the jib out. I figured if we encountered barge traffic I wanted to be able to change direction quickly if need be. So, we sailed along under main alone. Our speed was good. We were making 6.5 - 6.7 knots with just the main sail and the current. We had a 10 mile section of the river that was fairly straight, and sailed all of it. As we approached the bend in the river, we would have been able to trim in and reach. However, at the bend, we encountered two very large tows headed up river. We decided to drop the sails and pass under power. After the bend in the river, the wind direction was no longer cooperating, so we motored the remainder of the day.

DAY 5

At an extremely sharp bend in the river, where the river actually doubles back on itself and heads north for a while, we encountered a large tow. We radioed him and he said to come on, there would be room for us to pass. While, we probably should have waited and let him pass. The bends in the



river tend to have a lot of turbulence without the help of an up bound barge. Well, this was quite exciting. We did some serious white water rafting in a 25 foot sailboat. Fern did warn us about this.

Fern from Hoppies had recommended stopping to anchor for the night at mile 7 on the Mississippi. There is a wing dam that juts out into the river, just above the I-57 Bridge. She said it was a good safe place to tuck in for the night. She said there really was nowhere good along the Ohio before the locks. Therefore, she recommended not attempting the Ohio until we could get an early am start. Well, the other Great Loopers had passed us earlier in the day. Brice and I placed bets on whether they would stop at mile 7 or keep going. I had already decided it was way too early in the day to stop and was game to press on and gamble that we would find somewhere appropriate to anchor for the night on the Ohio. I never dreamed we would actually make it through the Olmsted Lock. Anyhow, when we approached the recommended anchorage at mile 7. Our friends were not there. Brice lost the bet. Like us, they obviously decided to continue on.

DAY 6

We turned the corner from the Mississippi into the Ohio and our speed promptly went from 8 knots down to 3.6 knots without touching the throttle. There is a definite color difference between the Mississippi and the Ohio Rivers. The Mississippi is very brown and the Ohio is green. The Ohio is far cleaner.

The lower Ohio has a huge amount of barge fleeting areas. There was not crazy traffic, but just a lot to pay attention to. We had to decide what was anchored, what was underway and which way those that were underway were actually going.

The wind direction for a while was workable for sailing, so we unfurled the jib and sheeted in tight and kept the motor running at the same speed. Having the jib out added about 0.2 knots. I was really considering raising the main as well, but we were approaching another bend in the river which would have us sailing too close to the wind, so decided to not raise the main. A short while later we rolled the jib back up and continued under power.

As we rounded the bend we saw the new Olmsted Lock and Dam structure. It did not seem all that far away, but was

still a good six to seven miles. Which at our 3.3 knots was going to take a couple of hours. I decided to call Olmsted Lock on the phone and let him know I was coming and that I did not think I would make it to him before dark and could he recommend a safe place for us to anchor for the night. His recommendation was to come within a mile of the lock and then anchor on the Kentucky shore about 400 feet downstream of a specific barge which was powered on to the bank. He said the barge was not going anywhere for the night and would be a protected spot to anchor behind. So, we thanked him and made that our plan.

While making way up stream, a large cabin cruiser was coming up on us fast from astern and a barge was coming at us from the opposite direction. The cabin cruiser was throwing a massive wake and he had every intention of blowing between us and the barge. What I was seeing was absolutely unbelievable. So, I grabbed the radio and with no formal address just simply said into the mike, "You are not seriously going to go blowing past me like that are you? SLOW DOWN!" He did back down and the moment he was past me lit it up again.

A short while later, the lock master at Olmsted called us on the VHF. He said he saw me and asked if I still intended to anchor below the lock or if I would prefer to come on through. I responded that I would be interested in getting through, but only if he felt that I would have time to be safely anchored upstream of the lock before it got dark. He responded, keep on coming and he would call Lock 53 which was just one more mile upstream and see if they would allow us to tie up to their lock wall. He responded back that indeed

we could tie up to their wall and that even if it got dark before our arrival, there would be enough light at the lock to find our way to the wall. Well, we made it and successfully tied up before dark.

Speed Racer in the big cabin cruiser, went for locking through at Lock and Dam 53, he told them that he would be making tracks and continuing up the river. Anyhow, we were already settled in against the wall at Lock 53 and as he was getting ready to depart the lock, he calls the lock master and says, "I don't know the river and it is getting dark, so can I just tie up here for the night?" The lock master was obviously frustrated with him and said: "Why did you not announce your intentions before locking through?" The upstream side of the lock is not a safe place. Anyhow, they went back and forth and back and forth some more and had to enlist the help of a tow boat to shine his spot light on the wall to help him figure out where to tie up. It was quite entertaining. We had cooked our dinner and finished eating it before he was finally settled in. The lock master walked over to our boat to wish us a good evening and to say that if we call the morning lock master at about 7:00 am, they will work to get us underway quickly. Sounds like we should not have any delays tomorrow morning.

DAY 7

Saturday, early afternoon, Patti and Terri arrived with the trailer. Brice and I got the trailer unhooked from the truck and loaded up the dinghy and outboard on the trailer. In that short amount of time, Patti and Terri, who we thought were just going to the bathrooms, went off and found the boat. As we came down the dock, the group of ladies we had met the evening before, were all in the cockpit of a boat and as we passed called out to us that they have already met our wives and gathered all sorts of information and have sent them along to our boat. As I have said before, when looping you meet tons of friendly people. We took the ladies out for a sail on Kentucky Lake for a couple of hours, we attended a show at the Badgett Playhouse (The Awesome 80's), and settled into our Bed & Breakfast for the night.

DAY 8

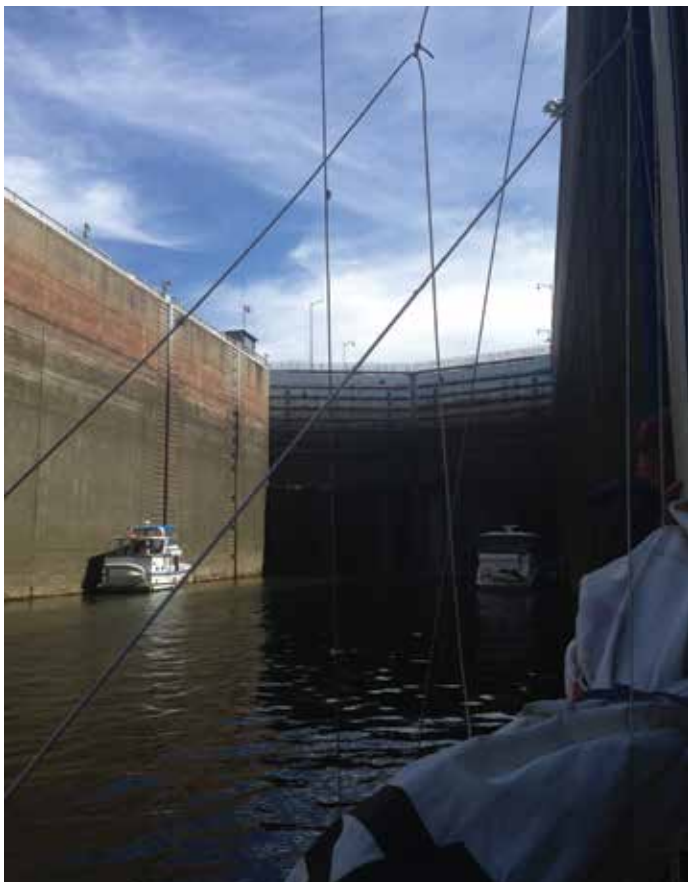
Today, Sunday, we took the boat over to Kentucky Dam Marina to pull out there. The water level was too low to get out at Lighthouse Landing. Once out of the water we unhitched the truck and sent the ladies shopping while we broke the boat down in preparation to travel. A few hours later I am in the back seat of Brice's truck headed west on I-24 with the boat in tow, this vacation is over.

For more details and photos about this trip you can access my blog at:

- www.smallworldsailing.com/Alton_to_Kentucky_Lake/Alton%20IL%20to%20Grand%20Rivers%20Kentucky%20in%20a%20Catalina%20250.html
- www.smallworldsailing.com/index.html

For additional details on The Great Loop, access the following links:

- https://en.wikipedia.org/wiki/Great_Loop
- www.facebook.com/AGLCA/
- www.facebook.com/groups/347519618710798/about/
- www.facebook.com/groups/164121109827/about/



Tall Ships and Tall Ship Cruising

By Frank Falcone • C400/445



On July 4, 1986, The United States celebrated the 100th birthday of the Statue of Liberty. Perhaps some of you remember this event. It was a celebration of epic proportions carried out in New York Harbor not to be equaled or exceeded perhaps until the year 2086. In 1986 I was serving in the U.S. Naval Reserve and was lucky enough to be selected as one of the 30 USNR Officers to plan and implement an International Naval Review (INR) for this extraordinary event. It was the largest INR in world history. As I recall, 25 of the 27 tall ships in the world at that time and 12 navies of the world participated. It was during the planning and implementation of this event that I became totally intrigued, consumed and enthralled with tall ships and the dream of sailing such ships on the open sea. However, it wasn't until January, 2018, that this dream came true.

My wife, Linda, and I took a cruise aboard the ROYAL CLIPPER. Built in 2000 and operated by Star Clipper Cruises, this ship is the largest and only 5 masted full rigged sailing vessel currently sailing the seas. She is a magnificent ship! She's pictured near St. Lucia in the southern Caribbean Sea. I was fortunate to capture this photograph near the conclusion of our cruise.

I hope that you'll agree that, for us sailors, cruising aboard such a ship can be an extraordinary experience. And, it was! The Royal Clipper carries 42 sails and, under full sail, can cruise at 17 knots. Under power, she cruises at 15 knots. While underway during our 7 day cruise, most of the time, we were actually sailing with no propeller engaged. We observed crew members raising, lowering, tending, trimming and repairing the sails and were able to visit the bridge and to speak with the ship's officers while underway. Every time the sails were raised, observing guests were also treated to beautiful music – a sight and sound experience not to be forgotten. If so inclined, guests can also help out with trimming the sails, can climb a mast and/or recline in the bow netting which is mounted on both sides of the enormous bowsprit. For me, this cruise was unlike any other because it was 'sailing, really sailing' aboard a world class tall ship just like those that visited the USA in July of 1986.

There have been a few movies produced which have attempted to capture the lore of the sea and the intrigue and romance associated with sailing the seas aboard tall ships. 'Master and Commander', 'Captains Courageous',

'In the Heart of the Sea' and the various attempts to tell the story of 'Moby Dick' (my favorite was the Gregory Peck as Ahab version) quickly come to mind. However, nothing can compare to actually sailing aboard a magnificent tall ship such as the ROYAL CLIPPER.

All of the guests aboard the ROYAL CLIPPER on our cruise received a gift of a book entitled 'The Star Clipper Saga' authored by Mr. Erling Matz in 2013. In this outstanding text, Mr. Matz provides some clear definitions of various types of tall sailing ships. Perhaps most of us know the definitions of a sloop, a ketch, a cutter and a yawl. However, beyond those sailboat definitions, Mr. Matz provides some knowledge for us to use if we're lucky enough to spot other types of sailing vessels when we're 'out there'. A few tall ship sketches from his book along with their definitions are included with this article.

Thanks to this excellent work provided by Mr. Matz, we now have a clearer understanding of what we're actually looking at if we observe one of these magnificent ships either in port or underway.

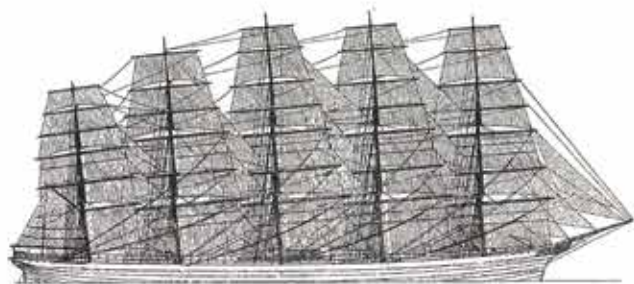
Ref: The Star Clipper Saga; Star Clippers 2013, Erling Matz 2013 (text & design)

So for all of us sailors and sailing enthusiasts I hope that this article provides some interest and, perhaps, sparks a desire to visit or sail a tall ship at some point in the future. For me, such an experience was on my 'bucket list'. However, I didn't cross it off yet. I may need to make my bucket a little bigger to squeeze in a few more tall ship cruises! Stay safe out there!

Frank Falcone is Commodore of the C400/445 International Association, a retired Captain, USN, and a registered U. S. Coast Guard Captain (6 Pax)

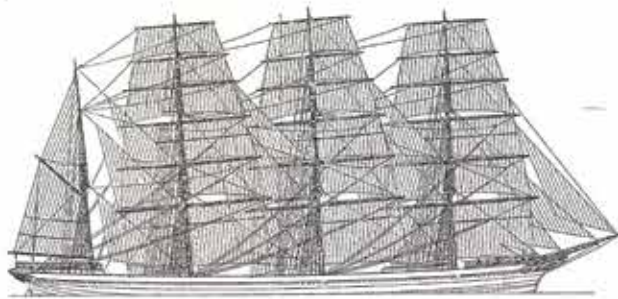
Five-Masted Full-Rigger

Five masts with square sails on all masts. The first was the Preussen built in 1902. Next was Star Clipper's Royal Clipper built in 2000.



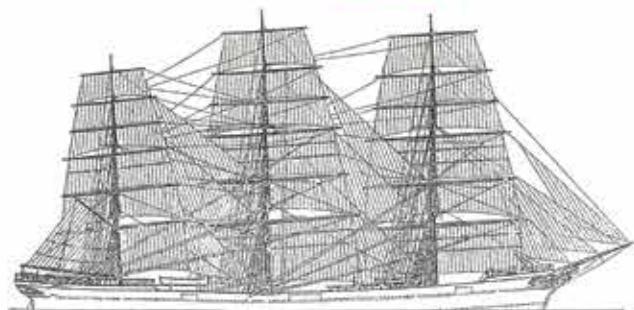
Four-Masted Barque

Four masts all which carry square sails except the the aft mast. Aft mast carries a gaff sail.



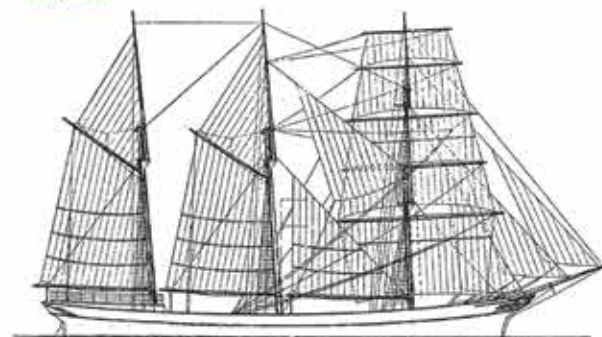
Full Rigged Ship

Three, four, or five masts with square sails on all masts.



Barquentine

Three or more masts with square sails on the foremast and gaff sails on the others.



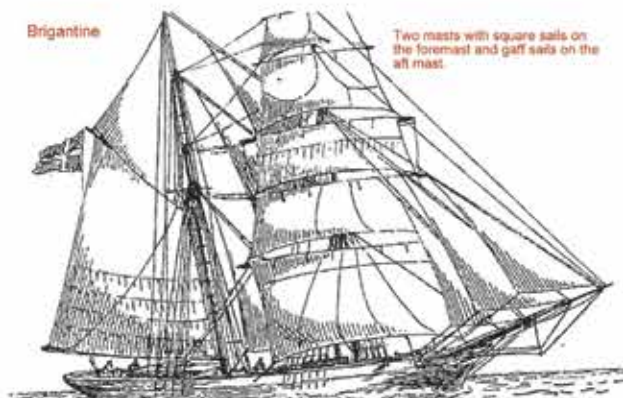
Brig

Two masts both carrying square sails.



Brigantine

Two masts with square sails on the foremast and gaff sails on the aft mast.



Schooner

Two, three, or four masts (tallest aft) all carrying gaff sails.



Clipper Ship

Three masts all carrying square sails.



Tech Notes

Q&A for Your Catalina That's Been
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Tech Notes are also available at www.mainsheet.net in PDF format for printing or reading on digital devices. | Summer 2018 password: S362



CATALINA 470 NATIONAL ASSOCIATION

You Don't Carry a Spare for That?!



C470 Association
Technical Editor
Joe Rocchio

Before departing Vero Beach to begin Onward's eleventh annual cruise to the Bahamas, I dug into the Fischer-Panda Mini-8 generator from its lair under the forward berth (aka, workshop). As usual, that was the hard part. I quickly changed the oil and oil filter, checked the fan belt, checked the raw water pump impeller, and coolant level. After

it was put back to bed, I tested it and was amazingly pleased to find it started immediately and there was a good firm stream of raw water gushing from its exit port. Nice!

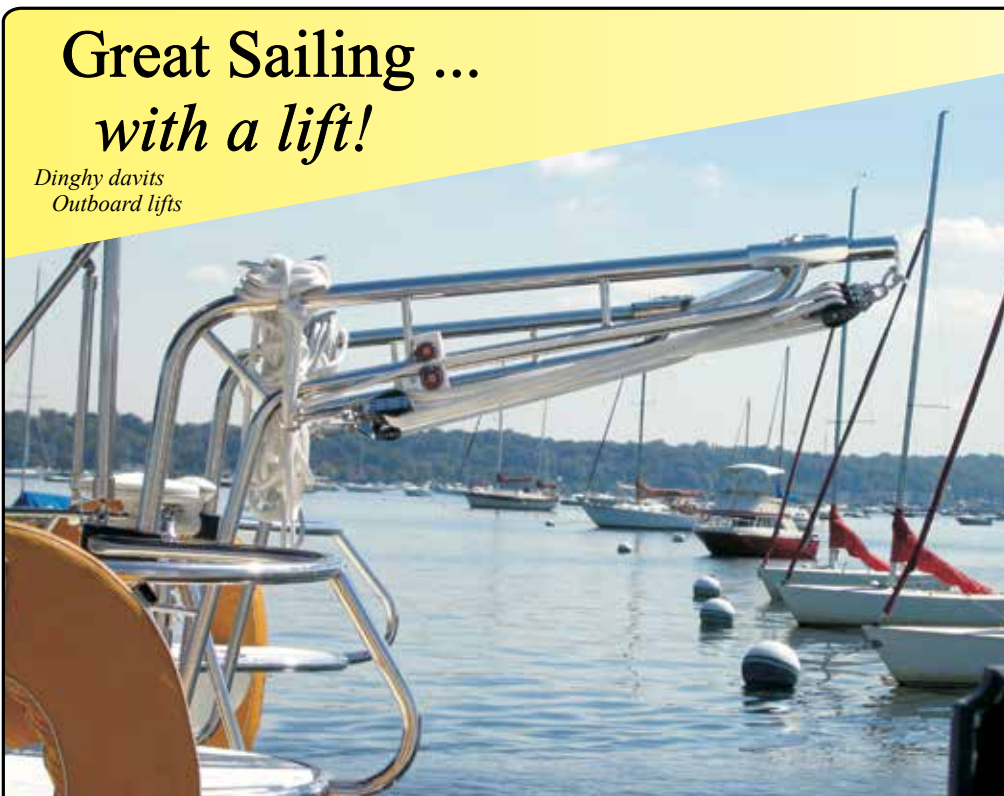
Upon arriving in the Abacos, I only needed to use the generator twice over a two-week period as solar and wind power kept the battery banks charged.

Three weeks later, after having made it to George Town, Great Exuma, there was finally a break in the wind and sun. I started the genset – only to have it shut down after ~30 seconds due to lack of raw water flow. On checking, I realized I had neglected to close the ball valve that isolates the genset from the water strainer. A few years ago, I noticed that

Then I heard it, the infamous sound of a stream of water piddling into the bilge. A quick look showed that the rim of the plastic water strainer can had fractured.

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Water strainer brass top and plastic can showing the area of epoxy and fiberglass repair and reinforcement with aluminum strip.

when sailing in other than calm seas, the genset's raw water pump seemed to lose its prime. I installed the isolation valve to solve this problem.

Having assumed loss of prime was the problem I proceeded to connect an electric water pump to pump raw water through the system, with the through-hull valve closed, to reestablish prime. Running the engine for a few seconds allowed the pump to re-prime as a static impeller impedes or prevents flow.

Then I heard it, the infamous sound of a stream of water piddling into the bilge. A quick look showed that the rim of the plastic water strainer can had fractured at one of the bolts that attach it to the brass top of the strainer. The leak from the fracture was too large to continue to use the generator; and, the leaking would likely again result in loss of prime in the raw water pump. A call out to the George Town fleet and a visit to a couple of stores in town came up empty for a replacement raw water filter. There was no alternative but to attempt a repair.

As I began to remove the plastic can from the top of the strainer, I discovered that the head of one of the four 1/4 - 20 x 0.75-inch SS bolts that fastened it to the brass strainer top had fractured off, apparently some time ago. It had been hidden from sight by the strainer mounting bracket. It had likely been slowly leaking in an area that was hard to detect it and could have been the root cause of my loss of prime problem.

Once the plastic can was removed

and cleaned, it was apparent that it could be repaired, at least as an interim fix. I cleaned the surfaces around the cracks with acetone and, then, mixed up some epoxy. After using some dental floss to clean the cracks and to apply acetone, I pulled some epoxy into the interior crack surfaces. I over-painted the crack and surrounding surfaces with epoxy and added a 1-inch wide strip of fiberglass cloth to the interior for reinforcement of the cracked area. While the epoxy set, I fabricated two aluminum backing plates to provide better support for the plastic in the areas affected by the crack. I decided to use four 10-24 x 1-inch SS pan-head machine screws and nuts to through-bolt the plastic can to the strainer lid.

The unit went back together quiet easily – to my surprise. I verified water flow to the raw water pump and then through the heat exchanger to the end of the hose that goes onto the exhaust elbow. It was necessary to run the genset for about 30-45 sec to establish a strong water flow through the system. After reconnecting the hose to the exhaust elbow, all was good and a strong virile flow of cooling water was evident at the exit port.

I found the missing bolt head. The lock washer was fused to the head. The bolt body was cleanly corroded through; it looked almost like it had been cut. Groco had apparently used incompatible alloys for the fasteners.

Advice: One can't carry a spare for everything on a cruising boat; honing

MacGyver skills will stand the cruiser in good stead. As our rugged C470s age, there are growing opportunities for alloy incompatibilities to manifest themselves. Keep a watchful eye out. Remember to check hose clamps every year.

Another note: In September 2017, I replaced the Fischer-Panda's exhaust elbow for the third time! That makes three exhaust elbows for 1800 engine hours; one every ~600 hours; my log shows like clockwork to the month. All the failures were the same: on the far side of the aluminum casting opposite the SS raw water port, and just on the interior side toward the alternator – where it is almost impossible to detect a leak by visual inspection. This time, I shaped a ~ 2 x ~2.5-inch piece of thin stainless steel sheet metal to cover the area of these failures. It is cut and shaped so that the interior shape of the elbow holds it in place. Now the hot exhaust and salt water cooling streams impinge on the SS surface instead of the cast-aluminum surface. Maybe I'll get 650 hours the next time... **–Joe Rocchio,** jjr@onward.ws

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CATALINA 400/445 INTERNATIONAL ASSOCIATION

Don't Let Downwind Get You Down



C400 Association
Technical Editor
Olav N. Pedersen

Special thanks to
By John Schafer &
Paul Tuenermann for
submitting this article.
—**Olav N. Pedersen**,
olavnp@gmail.com

The wind on the Chesapeake Bay in July and August is notorious for gusting up to a mere (Yes, 5 knots). Moving the 24000 lbs. of a 445 can become a real challenge in those conditions. Recently, in the “Down the Bay Race” we experienced the ‘Hero to Zero’ phenomenon. The exhilaration of hitting 10.4 knots while averaging 9 knots during a 90 mile broad reach was quickly erased when the wind went to flat calm and we discovered that we were sailing backwards. The current was 3 knots, but the Apparent Wind Angle (AWA) had dropped from 25 knots to 3 and shifted against us from 90 to 170 degrees. The lighter trailing boats, one by one slowly passed us. So what do you do when there is little wind? You grab the turtle bag as Paul did on like Mr. Cocktail (hull# 41)

Paul Tuennerman (who recently soloed in the Gulf of Mexico) and I came up with some tips for the 1.) Doyle Utility Power Sail [(UPS), 2.) the Asymmetrical Power Cruiser (APC) or your weapon of choice. We want to encourage you to grab the Turtle Bag, ATN or Top-Down Roller Furler no matter the size of the crew. With minimal expense and the proper rigging, two people can easily hoist and deploy the sails with minimal effort when it is practiced.

The set up

The number one factor that determines your success in cleanly hoisting and setting a downwind sail, is how you packed it. Using the UPS along with the ATN (manufacturer) sleeve sock we place the mid-section of the sock in the sail bag first, leaving the Head, Tack and Clue for last. We then use a sail tie and tie them all together so when you open the bag, the triad is easy to see and attach. This pack also keeps the deck safe and clean. If you are like Paul, a truly recreational sailor who often sails



Set it in the slip

alone or with an inexperienced crew, the thought of launching an Asymmetric Sail onboard a Catalina 445 can be daunting, if not dangerous. Onboard Mr. Cocktail, Paul installed an ATN Spinnaker Sock thinking that this would give an advantage and make deploying the Doyle APC a breeze.. Instead, it was comical watching his two volunteers grasp each other as they left the relative safety of the deck, refusing to surrender their grasp on the lines. While all landed safely back onboard, it was clear that more training was needed.

The Turtle Bag Set Up

Paul's shorthanded weapon of choice is the turtle bag. A turtle bag is a bag that holds sails. It could be another jib. It could be a spinnaker or anything you'd want to hoist. He recalls “Having grown up using Turtle Bags for our inventory of sails, I have reverted to this old-standby, using a Precision Sails Turtle Bag to stow, launch, and retrieve my down-wind sails. While each of the previously tested equipment configurations proved to be adequate, and any shortcomings appropriately attributed to “human error,” I've found the simplicity

of the Turtle Bag to be best when sailing short-handed, or with a compliment of weekend warriors.” The turtle bag has Velcro straps that keep the head, clue and tack attached to the three flaps that encase the rest of the sail. When you open the flaps, viola... attach tack, head and clue, check the hoist.

The Furling Set up

For the APC (Big Jib) we keep on a roller furler. In this case we use a 10 foot long sail bag that rolls up quite small. For the Big Jib we can easily determine where the head and tacks are located and the layout on the deck. We then ensure that the sheets are threaded correctly in front of the jib and all is well. Once the lines are all double checked, the long bag provides for a fast and easy hoist.

Keys to a quick and clean hoist:

- a. Heading down wind keeps the sail away from the rigging.
- b. Fast hoist has a person pulling the halyard from the mast as it has less friction and a person is in a better pulling position and able to make best use of their body weight.
- c. Cockpit crew with the clutch down can easily take up the slack as there will be minimal load on the line.

For practice, while the boat is docked and there is light wind from aft, I highly recommend that your team practice hoisting and deploying the sails. We do it often. Also, if you can do it after a sail it helps in packing them correctly and drying them out.

Gear

We attach the sheet block about one foot in front of the winches hooked onto the toe rail. Having them in this location give us the options of using either the main or primary winches. Because we have added a Cam Cleat for the main sheet we have two choices. In most cases when we fly the AS, we use the ATN Sock. Although the sail is rated to 20 Knots, we haven't found the need for that with the 445. If we are in wind less than 15 knots, apparent wind angle greater than 90 we will hoist up the AS in the ATN sock. Place a block on a soft shackle on one of the posts between the



Clue, tack and head tied in bag



Block used as Cunningham



Tacker wrapped on the Genoa

two anchor slides. Placing the tack line through the block then onto the ATN gives us the opportunity to raise the tack higher and the sail deeper. The other end of the tack line can be secured to the forward cleat. On our way to the Annapolis Boat show, a 19 mile ride north - in winds that were less than seven knots, the AS was hovering at about 5.5 knots for the entire trip. In a boat that weighs 24000 lbs it was a very pleasant ride.

My boat, the Velocity, was originally set up with a very short ten foot, continuous roller furling line for the Big Jib. As this was useless in a position of sitting down while on the boat it was almost impossible to correctly roll up. By replacing the line all the way to the aft into the cockpit, we found that the roll up is safer, easier and provides a tighter furl. We also had Velcro attached to the sail up high to assist in keeping it closed when in heavier wind. We do not cruise with either sail hosted for long periods of time.

Step by Step Jibe

Using either the ATN or the Selden Furler set up, the sheets should be at least seventy feet long for the ATN wrap around Jibe. As the slot between the genoa and the asymmetrical is so small, jibing without a person on the bow or a dowsing line, can be very difficult. The seventy feet of line allows for the lazy sheet wrap around the front of the boat while still threaded through the block. It is best not to use figure eight knots

as stoppers when flying down wind sails as they can prevent a fast release if you need to gain control. I have been "shrimping" with the asymmetrical in the water more than once.

Two Person wrap around Jibe

Talk through the jibe first to make sure everyone is on the same page and set the expectations of task sequences and timing. It is always best to set expectations for all those on the boat prior to activity.

Step One: We first talk through the different steps we are going to take. The maneuver discussion also states the objective of "we want to move the clue forward of the tack, heading dead downwind before we use the lazy sheet to collapse and jibe the sail to the other side. We go through the following steps.

Step Two: Usually we are sailing downwind between 140 – 160 AWA. Once the helmsman says "ready to jibe", they follow the command with a slow jibe down wind. Simultaneously the loaded sheet will be let out in order to move the clew forward.

Step three: Prep the lines for the jibe. Pull in the slack on the lazy sheet, because as the sail moves forward, the lazy sheet will gain more slack. We want to keep it from running under the boat. That would be very bad. Then ready the loaded sheet removing it from the self-tailer. My mate likes to stand near the loaded drum with sheets in both hands. He says "Ready to jibe".

Step four: Helmsman calls to "Center the Main", and the mate centers the main. With only two people on board, this is the key to a successful and safe jibe. Center the main simultaneously just after the helmsman begins to slowly jibe the boat through the wind.

Step five: The mate will time the releasing of the loaded line in order to move the clew forward of the tack. As the boat turns more downwind, the headsail will begin to relax and when forward of the tack, the mate, with the lazy sheet in hand, will release the loaded sheet and quickly in a hand over hand motion, standing free of obstructions and with eyes on the head sail, bring it around turning it inside out and onto the opposite jibe.

Step six: Release the main ensuring it is wrapped around the winch so it is a controlled swing as guided slowly.

Common mistakes

- Release the jib sheet to early.
- With two people on board, trying to jibe both sails at the same time will be difficult, first the head sail then the main.
- Not centering the main before the maneuver. Losing control of the main can end up taking out shrouds and possibly snapping the mast and is potentially harmful to persons too.
- Not attaching the bag to the boat. (it blows off the deck).

When the wind decides to be elsewhere, it may be impossible to avoid the 'hero to zero' phenomenon. Or you may have travelled a long way in the car to arrive at the marina, only to discover that the wind application on your phone was set to the location and instead of 15- 20 knots you are treated with gusts that only max out at 5 knots. Take that light wind day as a gift and do a couple sets while still tied on the dock. If you don't have an asymmetrical sail go borrow one that fits and give it a try. In just a few sets you'll get the hang of it. Then get out on the water and show your colors to the world and increase your days of sail.. **—John Schafer & Paul Tuernemann, C445 Hull #54 & 41**

CATALINA 36/375 INTERNATIONAL ASSOCIATION

My Boat Won't Start



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer



C36 Association
Technical Editor
Pre Mk II hulls
Chic Lasser

Problems Abound

Hit the glow plugs for about 14 seconds and then the starter – click, click, click. Sound familiar? This just happened to me. I was trying to start the M25 after repairing a cracked inlet to the Aqua Lift muffler. First thought is that the battery of unknown age is old and the cold weather has reduced the output to the point it won't supply the necessary starting amps. Quick fix – I combine the house and start batteries and it fires right up. A week later same thing – this time I make sure all the connections are good,

but again it starts right up with only the combined batteries. Ok, being the smart guy I am I go out and buy a new start battery, remove and replace the old one. Attempt to start and only click, click, click (yes, the battery was on the charger more than 24 hours). This time combining with the house won't start the darn engine.

Most likely cause isn't always the cause

Time to regroup. I clean each of the large battery cables, all the multitude of connections, applying dielectric grease to the connections. No change. Now thinking the start must be at fault. I begin to take the starter off, when I remember my Dad starting the car with a screwdriver between the solenoid and the starter power stud (actually I remember the neat sparks it made). So I build a jumper to connect to the solenoid push on connector and bare wires at the other end – it cranks! The connector on the wire to the starter is the original from 1983 and shows signs of overheating. It had lost the ability to transfer power to the solenoid. Trimming the wire back to the fuse holder (which I replaced last summer) and installing a new push terminal, all is good.

Well maybe not. Fuse holder, push terminal are all part of the sticky push button fix I was going to publish this month. Two failures on the same circuit got me thinking – what is the amperage to the starter solenoid? A little reading and it turns out solenoid amperage can peak at over 35A for short periods, then drops to 15-20A. The fuse I have installed is 20A, so that the circuit is marginal at best. Worse yet, the time delay relay I'd prepared to limit the time the solenoid would crank the engine

would pop like a magnesium flash bulb the first time the push button is pressed.

Two other thoughts came fairly quickly after the realization I can't devote this article to the Starter Solenoid Timer as planned (redesign needed!). The second thought I had is maybe the starter is due to be rebuilt because the solenoid could be drawing more power due to the normal wear and tear on the starter itself. And finally, if we worry about glow plugs drawing about the same amperage (~36A on a 3 cylinder) as the solenoid, why do we only recommend putting relays on the glow plugs and not the starter solenoid? Relays in this circuit are very popular refits with the Yanmar engines.

Les's Takeaway – When you fix a problem, take some time and examine if you've really fixed a symptom of the problem, or did you really get to the root of it?

Plan of action

1. Shop for a new starter and a starter rebuild kit (oh boy another project I can use in a future article).
2. Actually engineer a solution for the sticky starter button, and don't just assume current and load specs.

Not technical at all

Earlier this month in a post on the Catalina 36/375 International Facebook group, a photo of some very good looking curtains was posted. After receiving some positive comments the poster said that she wouldn't do it again because sewing the individual little runners was way too much work. There are 2 of these runners for every 3" of curtain (one top and one bottom) so about 120 small clips to hand sew in place, more work than I would want. Several of us pointed out (probably quite cruelly) that there is an alternative clip that can be machine sewn on with very little effort. Like the takeaway above, there are lots and lots of experience and knowledge available on both the Catalina36.org web site and Facebook. If your problem is something difficult or challenging, ask if there is a better way or easier way of accomplishing the task. Diversity of experience and thought is a powerful tool – use it! –**Leslie Troyer**, leslie@e-troyer.com

Hit the glow plugs for about 14 seconds and then the starter – click, click, click. When you fix a problem, take some time and examine if you've really fixed a symptom of the problem, or did you really get to the root of it?

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Over the last 17 seasons my wife and I have cruised our Mark II to many different ports on Lake Ontario and on each extended cruise it never fails that we motor much more than we sail. This means time behind the wheel, whether just monitoring the autopilot for fishing boats or actually helming the boat into a port.

Unlike some of the newer designs the Mark II offers little room to stand behind the wheel with the center insert in place. For years I have experimented with many different ways to sit behind the wheel and get high enough so that the visibility over the cabin roof was acceptable. There have been products like the "Helm Seat" which mount to the existing center section and prop you up in a captain's chair, but for me it just looked out of place and awkward.

A few seasons back on a cruise I just inverted the seat and sat on it, BINGO! It worked but boy was it uncomfortable to sit on for any length of time. Upon return from our cruise I set out to make that set up work for me. The photo shows the seat in place. You will notice a green cushion that I fabricated out of Pipe Insulation for a 2 ½" pipe that was split open and wrapped around

the top edge of the center section. I then got out my trusty SAILRITE SEWING MACHINE and fabricated a Sunbrella cover to fit over the insulation. Both the top and bottom edge of the cover had a ¾" hem fabricated in which I inserted a thin pc of Plexiglas to give it some rigidity. Once constructed, I mounted snaps through the hem and Plexiglass that would allow me to attach it to the seat. This cushions the edge just enough to make sitting on it tolerable and gives me excellent visibility. To lock it in place and prevent it from shifting I put two small 2x3x1/2" Starboard blocks on the outboard seat back. This allows it to fit



into the notches molded into the port and starboard lazarette that prevents the center section from shifting. Lastly, I took two standard paint sticks and cut them off to 8" long, painted them white and they just slide them in between the seat and the lazarette on each side. This prevents the insert from moving sideways. When set up it is sturdy, and relatively comfortable. In addition, when not needed it just goes back in place and in port provides more seating for happy hour.

Oh yeah, one last thing, to make a backrest I took that extra piece of pipe insulation, covered it in Sunbrella, put tie downs on the ends with cords and simply tie that down to the bottom step of the swim ladder when in the up position. This cushions my back. I would like to take credit for this design but it actually comes from an old DaKine Sailboard rack cover that I used many years ago.

There you go, a simple and easy solution to sitting at the helm while on cruise. Happy Sailing and please feel free to send your own improvements to me via email so they can be shared with the other C36 Mark II sailors. —Chic Lasser, chiclasser1@yahoo.com



To make a backrest I took a piece of pipe insulation, covered it, put tie downs on the ends with cords and simply tie that down to the bottom step of the swim ladder.

CATALINA 350 INTERNATIONAL ASSOCIATION

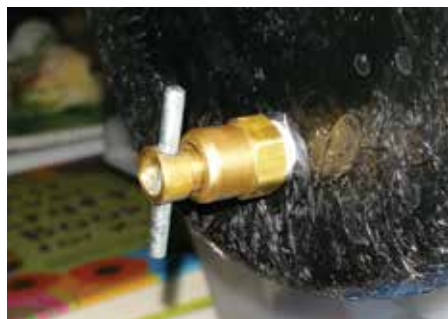
Notes from Bill Templeton



C350 Association
Technical Editor
Bill Templeton

Sometimes space constraints limit how much of what I submit can be printed. In the Spring 2018 issue William Von Wagoner described how he replaced the water lift muffler drain screw with a petcock. Unfortunately, his pictures

were not included.....I begin this issue with the pictures as sent to me. First the sheared thumb screw; second the patch and third the newly installed petcock.



My "new" stuff this month is to share with you a story/adventure by our good friends the Macdonalds. I first met Jim and Sue in Ocean Gate, New Jersey as they "transitioned" from a Macgregor to their Catalina 34 Sujimo. Since that time they have retired and become "snowbirds" purchasing a beautiful condo in Punta Gorda, Florida where they live six months out of the year....still in NJ for the "northern" sailing season on their C34. But what about sailing in southwest Florida? Well, the smart thing would be to have a southern boat.... and being smart people they bought a 2004 Catalina 350. The boat, however, was in Annapolis, Maryland so the question became how to deliver Moonraker to Burnt Store Marina in Florida. What follows is Jim's accounting of the "adventure"....a successful enterprise as Pat and I had the honor and opportunity of sailing Charlotte Harbor with them this past January. **—Bill Templeton,** pbtemp6816@verizon.net

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A Change of Plans for Our New-to-us Catalina 350

My wife and I are “Snowbirds”, living part of the year in New Jersey and part in Southwestern Florida. We have been in Florida for 3 years now without a sailboat, so the plans were hatched for the 2017/2018 season to purchase a sailboat in the North East and sail/motor her down to our Florida home: joining the adventure of the southern migration of boats to warmer weather that takes place every fall.

In June of 2017 we purchased a new-to-us 2004 Catalina 350, the perfect boat for our needs of comfort, space, headroom (both my wife and I are tall), and easy of sailing. We found the boat-for-us in Annapolis Maryland with 200 hours on the engine (original engine) and 19 hours on the 4 KW generator. This boat was lightly used in its past life and would meet our needs for the snowbird trip southward both down the ICW, on the “outside” and then our eventual cruising in Florida waters.

Charts, books, software updates were purchased to make ready for the trip. We went over all the systems to ensure proper operation and the time was counting down for shove off. Our plan was to leave before the majority of boats left; just shortly after the Annapolis Sailboat show in early October.

And then, in comes hurricane Irma (September 9,10 2017) which hit much of Florida hard, especially the Key West area, a planned stop over before our run up the West coast to our home port in Charlotte Harbor. In trying to evaluate the conditions of marinas and services along the ICW post-hurricane, our plans changed to, “wait and see”. We wondered how quickly services would be back up and running, so the plan was then to delay the date of departure by a few weeks and depart after the majority of boats left.

As we rearranged dates and trip planning, both my wife and I encountered unexpected health issues, that required some follow up tests. At this point we started thinking about other options of moving the boat south as dates started slipping further into the fall. The options were to hire a captain to take her (which ended up being slightly cheaper than the final cost and putting hours on the engine and boat) or transport her via truck. Friends of ours had the year



before, brought their boat down the ICW from NJ to Fl. They were good enough to share their recorded trip expenses with us, (fuel, slips, repairs and side trips) so we had an idea of the cost of our upcoming trip and could evaluate the difference in price for the other options.

As we gathered names and information on trucking companies. Most of the “boating industry professionals” we spoke to stated trucking was not a good option due to reliability of timing, potential vessel damage and missing parts due to disassembly and transit. Trucking was not ending up sounding like a good option. About this time we remembered a former sailing club member (Cedar Mar Yacht Club of New Jersey) who transported his boat from NJ to South Carolina. After some back and forth emails he recommended the trucking company he used to move his boat, without any problems, and we started the bidding process.

We contacted two trucking firms: one, a large national company, and the second a regional small 2- truck firm (the recommended one). The large firm came in about \$500 dollars less than the smaller company. But after some discussions with my wife we decided we liked the “family business” approach of the smaller company. My wife did the negotiation with the smaller firm and it ended up that they were willing to meet

the larger firms lower price. Lesson #1 these pricing estimates are negotiable.

With trucking companies, if you execute a contract a few weeks in advance of the shipping date, the prices are set at current fuel costs for the trucks. If fuel prices rise, they state in the contract an additional fee will be applied per the gallons difference. Our prices stayed within a few cents and we were not charged extra.

Next, we needed a rigging company at both ends to de-mast her and ready her components for shipping. With advice from the large Annapolis boat yard we were in, we contracted with one of the two highly-recommended companies in the area. As we entered into an agreement with them we explained we are both “hands on” people and would be readying much of the components ourselves. Having them handle the standing rigging, de-masting, removing radar components, antennas and securing large items such as the mast and boom for shipping. We also mentioned that we would be at the boat during most of their work. Lesson #2, Some of the boat service companies are used to dealing with clients that do not get involved with their boat’s move.

The rigging company owner, on the day of the work, stated that his men “Bristled” at having owners present

(continued on next page)

CATALINA 350 INTERNATIONAL ASSOCIATION

(continued from previous page)

during their work. That being said we stayed out of their way, but always close enough to see how things were coming apart and that care was being taken. If we know how something comes apart it will help us understand, if needed in the future, how to re-assemble. After all it's our boat!

The rigging company bubble wrapped the mast, boom, radar equipment and shrouds, and labeled everything and did a good job. We then set about bubble wrapping everything inside the boat that could move. Everything was taken out of cabinets, drawers. All electrical and electronic wiring that was disassembled was labeled even if it was a simple connection. We packed equipment in lazerettes with bubble wrap, life jackets and throw cushions so that nothing would move. Every cabinet and drawer was locked and taped shut.

Some of the harder items to secure were the Bimini frame, shrouds, davits, removable tables and anchors. (the trucking company wanted the anchors removed from their bow position). Where the rigger tied the mast, boom and dodger frame with cordage we applied addition reinforced tape to help secure

it. Lesson #3, the tape did make the bond tighter and more secure and easy to apply, but left residue on the boat that needed some elbow grease and solution to get off. All hatches were taped shut for driving rain intrusion to protect them from leaks and all through hulls closed for road dirt and grime getting in them.

The trucking firms, when under contract, put you on their long range schedule and give you a departure time frame of about a week, as time approaches they tighten it up to a few days. I was going to attend the loading and drive down to Florida for the unloading, owners should be at both departure and arrival to inspect the boat for damage that is the most important time if a damage claim is to be disputed. I took many photos of most of the boat before it left Annapolis. The trucker will also inspect the boat for existing damage, note it and provide you with a checklist copy that is used at the other end to account for any transport damage. He takes a copy and you take your copy at departure. It ended up being about a day and a half notice for the eventual load/departure time to be finalized. This is the nerve-racking time

period as the marina wants to know when they need their equipment and personal ready to load the boat. Most marinas will not start loading boats later in the day, as it takes a couple of hours and they do not want to pay workers to stay past quitting time. Lesson #4, keep in constant touch with the trucking company or better yet, if they will give you the truckers cell phone number, to stay abreast of his best estimate of an arrival time at the yard. Relay the timing to the marina office as updates come in. When the yard is happy, you're not wasting time waiting for your boat to be loaded. In the trucking contract the company states if they have to wait more than couple of hours for loading they have the right to charge an hourly fee!

The 350 with its beam of 13 feet was considered an "over-sized" load on interstates in some states, and it requires an escort car and can only travel during daylight hours on the interstate. Some cities also do not allow over sized loads going through their "city limits" during daylight rush hours. Ask for the planned route and the anticipated route time schedule.

The transport down was uneventful, the boat arrived in Florida as it left Maryland; in good condition with some well placed highway dirt and dead bugs. We did experience some bottom paint wear even with the carpeted trucking pads on the hull bottom. Most importantly nothing was damaged, broken or missing. The re-rigging was uneventful, as we had a good reference on a reliable contractor in Florida.

The cost difference ended up being approximately \$2000 more by truck and was a difference of 10 days traveling and rigging versus approximately 35/50 days on the water. So the adventures of the on the water moving of the boat south were missed, but we started our Florida sailing season earlier.

I do believe to a certain extent that the people in the trade that advised against boat transport may know many horror stories, but due diligence of contracts, making sure your desires are met, extensive labeling and going the extra distance to wrapping and securing items made this trip a pleasant one. We are now enjoying our 350 in the Florida waters and planning our future trips.

—Jim Macdonald, Moonraker C350 # 217

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Fridge Follies — A Resolution



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 as well as four DIY projects from Parke Davis! —**John Nixon**, Orta Vez; Hull #728, c34hull728@gmail.com

Tech Editor John Nixon and I have been discussing for many years what we had come to call my “Fridge Follies.”

The symptoms were “hard starts” — where the DC amp draw was up over 10A when starting and the normal 5A when running - and continued recycling when the house bank was still no less than 70-75% SOC. The fridge would work fine when charging voltages were present. Richard Kollmann, one of only a handful of boat refrigeration system gurus, says: “99% of all boat fridge problems are electrical.” Our approach to the issue was to completely evaluate the power to and at the unit. This eventually resulted in the replacement of the electrical panel switch and new larger gauge power wiring. The symptoms abated somewhat, but then returned over the course of a following year or two. The evaporator worked fine all through this, so we ruled out, correctly, the refrigerant as a cause.

In late June 2016 we moved to Vancouver Island from San Francisco. A month later we returned to sail Aquavite north. When we opened up the boat, plugged in, and started the fridge, it would not work at all. The boat was not plugged in while we were gone, but the house bank was just fine thanks to an 11 watt solar panel and an inexpensive pwm controller that I had bought and tested for four weeks before we left the boat in Oakland.

“Naturally” this failure occurred on a late Friday afternoon. I spent the next morning troubleshooting, per Kollmann’s excellent advice which I’ve posted in the “101 Topics” and the Fridge Follies posts on the forum. It became apparent that the fault was with the electronic module itself. In retrospect, given all we did over the years, it



Module removed from base



Old Module



Pin connector cover

was the only culprit left standing. The module is one of the older ones and it doesn’t have the indicator lights available on newer modules, but it certainly did account for the hard starts.

My task was to track down a replacement module.

I spent the rest of that Saturday morning phoning around for sources. I started with Fisheries Supply in Seattle, who had me call Dometic in Florida who told me their module was \$815!!!

But Dometic also told me that folks have been telling them they found replacement modules on the internet for only \$200.

The results of further internet searching on “4 pin controllers” found a company called RParts in Santa Cruz, just down the coast from us there in The Bay Area. I called and actually talked directly to a wonderful lady named Donna, instead of going through any of those ridiculous phone messaging system menus. I explained what I needed. I was armed with the details of my fridge unit specs, and knew that we needed a four plug module not the three prong one. These refer to the number of wiring connectors from the module to the compressor. Donna wasn’t sure, so she asked if she could call me back after she confirmed the part would work with their technician. She did so very promptly, and I ordered the new 4 pin module (Model 5ASv4Y 4 pin power module for 010-1150 Danfoss BD 2.0, 2.5, 3.0 compressors). It was \$265 including s/h and tax. It was supposed to get here Wednesday, since I explained to Donna just what the issue was, so she shipped it to us by FedEx to a friend’s home address. The new module arrived a day early on Tuesday. Respondents on the forum advised that Kollmann has modules for somewhat less, but he requires a personal check and a longer turn around time.

(continued on next page)

CATALINA 34/355 INTERNATIONAL ASSOCIATION

(continued from previous page)



Old & new modules



New module mounted



New module plugged in

I installed it on Wednesday and we were back in business! Earlier I had removed the old module from the base of the compressor in the lazarette, based on instruction manuals I found on the internet. Because we hadn't received the new module yet, I didn't realize that this was an unnecessary step. When I got the new module it was a different configuration, and needed to be screwed to a vertical surface. The closest spot was the starboard side of the wooden enclosure for the steering quadrant, right above the fridge unit base. The wire from the module to the plug is longer on the new unit, so it didn't have to be mounted right on the base. There were many small wires involved, so instead of trying to make up electrical butt connections, I purchased gel filled IDC connectors for splicing 22-26 gauge telephone wires. I drew up a detailed wiring diagram to make sure the new connections were proper.

The fridge worked for our trip up the coast, and continues to work just fine, most recently during my short Winter Cruise last week to San Juan Island to meet two friends. Making ice is so much more fun than lugging it.

—Stu Jackson, *Aquavite* #224



Gell filled connectors

There were many small wires involved, so instead of trying to make up electrical butt connections, I purchased gel filled IDC connectors for splicing 22-26 gauge telephone wires.

Four DIY Projects

Here are 4 DIY projects that might be of interest to Catalina owners in general that I have added to my boat, a Catalina 34 Mk II, WATERPARKE since I bought her in 2007. We keep our boat on Lac Deschênes on the Upper Ottawa River in Ottawa, Canada.

Replacement Cutting Board

When I bought the boat, the previous owner still had the Catalina provided wooden cover for the garbage/trash receptacle just left of the double sink. Since it was a 1998 boat, the wooden cover was getting tired looking and in need of an upgrade/replacement. My wife also wanted a bigger cutting board. I got a bamboo cutting board from a kitchen store and cut one side, then rounded the corners of the other side so that I now have a cutting board that fills the entire area left of the sinks. I can slide the board over the left sink to gain access to the garbage/trash receptacle. Looks better, works fine as a cover and as a cutting board.





Knife Rack and Under Stove Storage

There's no real place in the boat galley to store sharp knives. I used a bit of surplus white plastic scrap 3" by about 24" to make a knife rack behind the stove. With the plastic that was left over, I added a retainer under the stove to hold in the toaster, a cooking sheet, etc.

Engine Exhaust Extension

The first year we had the boat, every few weeks, when swimming, I'd clean the bit of grey/black exhaust marks from the lower aft port side where the cooling water and exhaust from the engine exits the boat. Not really an arduous or heavy job, but I wondered whether a bit of a nipple added to the exhaust port would clean this up. I found an old white pill bottle, with a slightly tapered body that I could just pressure fit into the exhaust

port. The bottle is about 1 3/4" in diameter and about 2 1/2" long. I removed the bottom of the bottle and discarded the top. I then pressure fit it into the port, thinking that it might last a few weeks in the sun. Now after 8 years I am just replacing it after it got broken when hit with the dinghy. The extension works quite well. There is no more exhaust soot mark on the white fiberglass. Most of the other Catalina owners with diesels have now adopted this mod here at the Nepean Sailing Club without difficulties.

More Hot Water

I know Catalina 34s all have 6 gallon hot water tanks that are heated "on the road" by coolant from the engine. I have a Universal Westerbeke 35HP that has a 160°F / 71°C ther-

mostat. This spring after 20 years, my cooling water never got up to 160°F. This was due to a mostly open thermostat, so it was time for a replacement. WATERPARKE sails in the fresh water of the Ottawa River, west of Ottawa, so there's a reduced chance of salt build up on the heat exchanger here. It's said (although I have no experience) that salt will begin to leach out of the water at about 160°F. Most marine diesels, want to run up around 180°F-190°F. If you use salt water in the heat exchanger at that temp the water channels inside the exchanger will eventually get clogged with salt/mineral deposits. The other choice is to run the motor at a lower temp. Seems that's what Catalina has chosen to do in its production.

[Tech Ed Note: Fouling of heat exchangers is a complex subject. However, the primary type of fouling referenced in this section relative to "salt" water is known as precipitation of inverse solubility salts. Inverse solubility refers to the fact that the solubility (i.e. – how much of a material can be dissolved in water) of many common salt compounds found abundantly in nature decreases as the temperature of the water increases. I will explore this topic in greater detail in an upcoming article.]

The Universal Westerbeke 35HP will run fine at 180°F/ 82°C and at that temperature, the hot water in the tank will be 15°F or so hotter. I replaced my old faulty 160°F thermostat with a 180°F thermostat. That's too hot to use but if you dilute it with cold water down to 160°F you end up with about 10% more. Remember it's only for those of us sailing in fresh water. –Parke Davis, Waterparke #1410



CATALINA 320 INTERNATIONAL ASSOCIATION

Details of my Mixing Elbow / Aqua Lift Muffler Replacement Project



C320 Association
Technical Editor
Chris Burti

Special thanks to Danny Jensen for submitting this article.

-Warren Updike,
wupdike@hotmail.com

I have about 500 hours on a 2004 C320 with a Yanmar 3GM30F-YEU. The mechanic recom-

mended I change the mixing elbow in the next 12 months. The U Mixing Elbow inside was corroded at the point where the cool raw water mixes with exhaust. The riser appeared to be in good shape but the two parts looked to be bonded together and my mechanic told me to replace the entire assembly Elbow, riser and join. I read several owners accounts of failed mixing elbows and mufflers / muffler repairs. The lead time to get a muffler from Catalina was estimated to be 2 months. The general consensus was to replace the muffler after about 10 years. Mufflers seem to fail mostly near the screw holes in the corners. Some owners think this is due to vibration from the engine exhaust hose. I used Jeff Hares rule and decided to replace the muffler on my schedule instead of the boats schedule especially because of the 2 month lead time for the muffler. The cost of the muffler from Catalina was \$374.

I contacted Ken Roy at Catalina and gave him my hull number and some pictures and dimensions of my existing muffler (it is for sale now). Ken asked for some more dimensions. Ken sent me back a picture of the muffler he proposed to make for me and requested payment. It took about 2 months total to get the muffler.

I ordered the gasket, mixing elbow, SS joint and riser exhaust from Bayshore Marine (see below). Next, I considered the muffler vibration issue. Some owners felt that a hump hose would isolate the vibration from the engine to the muffler. The existing wet exhaust hose connecting mixing elbow to muffler input was a 22 inch 2 in. id. I decided replace with 2 hose segments of more flexible trident corrugated exhaust hose joined together with an exhaust hump hose I purchased from Catalina Direct.

Here are the details.

The procedure took about 3.5 hours including driving home once.

1. I turned off the raw water thru hull, disconnected the 3/8 hose connection at the elbow, the 4 riser exhaust bolts came off with no problem. Then I disconnected the elbow from the 2 in. exhaust hose. I used a radiator hose pick to remove the hoses. They came right off with no problem. Don't sweat removing the hoses.

2. I took the old elbow assembly home where I used it for reference to create the new assembly using a vise. I don't believe you can create the new assembly without the help of a vise and 2 large adjustable 15 in wrenches. Don't try to make the new assembly on your boat! You will need to twist the 3/8 in input 180 degrees then you will need to create the exact same angle as the old elbow by threading the joint into the elbow and exhaust riser. I used high temperature anti seize on the joint threads before assembly.



3. I used a gasket scraper to easily remove the old gasket. Then I applied some high temp gasket seating material to both sides of the new gasket and bolted the elbow assembly to the motor.

4. I removed the 4 stainless screws securing the muffler to the boat and I removed the output exhaust hose from the old muffler using the radiator hose pick. The hoses come off the muffler without any problem. The muffler comes out of the boat without any problem.

5. I put the new muffler in place and connected the output exhaust hose without any issues. I found the screw holes on the new muffler did not match the screw holes on the (old) muffler. I could get the 2 screw holes forward to line up but then the aft screw holes with not align with the existing holes. Access to the forward inboard screw is somewhat limited so you will want to match the forward inboard screw with the existing hole then use a drill motor to self tap new holes with the muffler in place. The existing self tapping screws were in good shape and I did not need to drill pilot holes, I just drove the screws into the glass with the muffler in place after I screwed down the forward screws. Apply a good amount of silicon grease to the muffler drain.

6. I used a Sawzall to cut an 8 in and 13 in segment of corrugated exhaust hose then I joined them with a hump hose using double hose clamps on each side of the hump hose. Then I connected the hose to the mixing elbow and the input side of the muffler.

7. I turned on the thru hull and ran the engine. White fiberglass chips from the new muffler were spitting out the exhaust for a while. No leaks. The hump hose appeared to do the job limiting vibration. I left the rear engine cover off and took the boat out in open water and ran the motor up 3000 RPM. I went below and to my surprise I saw smoke coming from the exhaust riser side of the stainless steel joint nut! No water. It appeared that the joint was oozing and burning anti-seize. After about 10 minutes this smoking stopped. I'm assuming this is normal but it spooked me. I'm going to put a co2 monitor in the aft cabin to make sure I don't have gas leaks. **-Danny Jensen**, A Boa Vida, Hull 972, danny@jensenshouse.com

Parts from Bayshore Marine:

- 128370-13201 gasket \$4.92
- 124070-13520 U mixing elbow \$169.33
- 128370-13610 riser exhaust \$130.39
- 104214-13580 joint \$28.79

Note:

- 27233-250000 plug, comes with 124070-13610
- 124070-13300 elbow 3/8, comes with 124070-13610

Parts from Catalina Yachts

- 1 Muffler \$374 plus Shipping

Parts from Catalina direct:

- High Temp Anti-Seize Compound (#Z2858) \$15.95
- Exhaust Hump Hose 1-5/8" I.D X 6" (#Z2152) \$31.49

Tools Harbor Freight:

- 8" Radiator Hose Pick \$3.99
- Carbon/Gasket Scraper \$2.99
- High Temp Gasket seating compound

MMI Marine:

- TRI252-2004 TRIDENT CORRUGATED FLEX SAE J2006 MARINE WET EXHAUST HOSE (HARD WALL WITH WIRE) 2 Feet, \$15.00
- BUA70HSS36C BUCK HOSE CLAMPS S/S FROM 1 13/16" TO 2 3/4", 4@ \$8.00

In response to Danny's original article, Jeff Hare wrote:

You don't need the hose hump. I installed the flexible corrugated exhaust hose, Trident/Shields 252 series I think. It is much more flexible with smooth interior wall. Takes the vibration out. It's quite expensive, like \$20/ft, but you don't need very much at all. Certainly much cheaper than repairing a muffler.

Editor's Note:

There are off-the-shelf "aqua-lift" mufflers as an alternative to the Catalina custom model. In 2008, the owner of hull #4, wrote to Gerry Douglas to ask if the Vetus product is an acceptable replacement. Gerry replied, "As long as it has the same capacity and inlet and outlet hoses (match) it should work."



CATALINA 30/309 INTERNATIONAL ASSOCIATION

Installing a Garelick Kicker Mount



C30/309
Association
Technical Editor
Max Munger

Special thanks to Jeff Cain for this article.

—Max Munger, max-munger@verizon.net

Today I installed a Garelick Kicker Mount model #71091 on the stern. It has a 15.5" vertical travel. I had at first planed on using model #71090

which has a 9.5" vertical travel distance. However after seeing several different set up's using a long shaft engine I quickly found that by using a shorter vertical travel that my engine would always be tilted out of the water and not raised out I would be adding over two extra feet of distance from the stern.

I installed it on the boat while it was still in the water. Not easy but very doable. Had to remove the stern ladder to make room. The ladder will be installed on the aft port side similar to Ron Wasik set up.

Garelick's install manual was very complete in its instructions and I followed them to the "T" with one exception. It says to use a measuring stick attached to the bracket and place the tip of the stick at water level. I raise

mine about 1 inch from the water. My Catalina at this time is pretty much stripped down, having no overpowering 11 hp diesel engine or transmission installed; plus most all the cabinet have been removed due to rotten wood along with all cushions. Included in this list is a porcelain throne, hoses and holding tank. I still don't know if the boat smells like diesel or poop tank!

For the install I used two 1/2" plywood backing plates for the interior of the lazarette, 4 - 5/16"X3" bolts and 3M4200 adhesive to attach the bracket.



Finished backing

If you view the photos you can see that it's a pretty tight fit between the lifting handle of the bracket and the aft mast stay hull attachment point. Worst case, I will have to remove the bracket and add a 1" backing plate between the hull and bracket. I'll know once I install the engine, hopefully tomorrow.

Recommendations:

1. Do not install a 9.9 Outboard by yourself.
2. Have plenty to drink. Your choice of beverages.
3. Have your cell phone handy to call Garelick Kicker Mounts for when it won't go down. After reading the instruction until the paper fell apart I called them for help. Very nice lady on the phone explained the procedure. Worked like a charm. Procedure is; pull handle back towards boat, then push down on handle not the engine.
4. Took 4 hours to do a job two strong men with weak minds could have done in 5 minutes. Notice I did not say one 70 year old with strong mind and very weak everything else.
5. Have a drink to celebrate your success.

Now what's left is to install throttle quadrant and electrical, battery and measure for shifter cables. Have another drink and proceed.

The Peanut Gallery is now open for comments. Anything to give more choices to more people. —Jeff Cain, cainja2000@yahoo.com



Two inch clearance



Tight fit



Suzuki 9.9 installed

RECALL NOTICE:

This reminder from Justin Wright:

Kidde has issued a product recall on several of its products and recommends you take a good look at all of your onboard fire extinguishers.



Further information can be found at:

<https://www.kidde.com/home-safety/en/us/support/product-alerts/recall-kidde-fire-extinguisher/>

More info on the government Consumer Product Safety site:

<https://www.cpsc.gov/Recalls/2017/kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge-and>

Laminate Counter Top Upgrade

This first article is a corroboration work from Tony Bacon #191 and Denis O'Keef Brazen Article #108. –Ken Cox, kenneth_cox@asbcglobal.net

Updating a 1984 sailboat is quite fun! (new cushions/fabrics/curtains etc.)

C28 Association
Technical Editor
Ken Cox

I have lots of posts coming for all the revamping with the “pretty” stuff in the cabin. But this post is

specifically about the counter tops.

I HATE 80's faux wood laminate.. well I hate any faux wood laminate but especially from the 80's.

I was stumped as I couldn't find a company that would replace the laminate on the boat, vs. at a home so I got crafty and used Contact Paper and Bar Top Epoxy. I LOVE how it turned out and it only cost a whopping \$28.

My thinking, “being that if bars have encased all sorts of things in bar tops over the years for thousands of customers and those last”, there is no reason I couldn't use a little “faux” granite.. i.e. contact paper... and cover it with the same bar top epoxy and make my own counters look and function well.

What You Need:

- Contact Paper with a “Granite” look. any other kind may not blend well as you'll be using lots of pieces to put the counter top together – you can get all sorts of looks
- Squeegee this helps to get the contact paper down really good as well as spread out the epoxy.
- Epoxy, I used the Rustoleum Super Glaze
- Xacto knife
- UV protected indoor/outdoor top coat (since this was for a boat i used outdoor spar urethane in a matte finish)
- Brushes
- timer/stopwatch. I used my phone's stopwatch

Steps/Tutorial

Step 1: lay out your contact paper, I got it over the edges a bit, and used the squeegee to really get it down flat, keep lifting up and re/laying down until you have no bubbles..

Step 2: around the edges, use the exacto knife to cut off the excess. this helps so that you don't have to try to measure the contact paper exact, you can have overrun and cut exactly to where you want it off.

Step 3: mix the epoxy following the instructions EXACTLY

Step 4: pour/brush/spread epoxy on the contact paper. I did mine really thin so I used a paintbrush to help brush it all over. Depending on what look you want, you can go really thick or thin. I found that the thinner nice covered coat looks GREAT!

Step 5: let dry for 24 hours, then brush over a coat of polyurethane or spar urethane. I used a satin/matte finish with UV protectant so nothing would yellow.

Step 6: let dry and really get solid for 48 hours. then use your counter!

Additional Notes:

- Do not put anything over 120 degrees on the counter. basically the same as your old laminate anyhow.
- Move quickly once the epoxy is mixed. it starts to set pretty fast so be decisive and quick.
- Mix more epoxy than you think you'll need!

I couldn't find a company that would replace the laminate on the boat, vs. at a home so I got crafty and used Contact Paper and Bar Top Epoxy.

Due to a technical glitch I was unable to post the photo's, however, they can be viewed at:

<http://www.impatientlycrafty.com/2012/10/04/laminate-counter-makeover-for-28-with-epoxy-contact-paper-yes-i-really-just-said-that/>

CATALINA 28 INTERNATIONAL ASSOCIATION

(continued from previous page)

No More Tows or Over Flows (Calibrating Your Fuel Tank)

Boats are notorious for having inaccurate fuel gauges. This causes anxiety about whether you have enough fuel to get to your destination as well as how much fuel your tank can hold. For some reason, the auto shutoff we are used to with our cars doesn't work on sailboat filler tubes, and if we overflow the vent, we are both embarrassed and liable for any environmental containment costs. I have found a solution that might be useful to others. I figured out a way to calibrate my gauge and create a table (see below) to show how many gallons/liters the tank is down, and how far I can go with the fuel in the tank.

I have a 1997, and I knew the fuel gauge/sensor was inaccurate. I also decided I should check the fuel tank for gunk that might clog the filters. So when the boat was on the hard for the winter I drained the diesel into 5 gallon tanks via siphon. I pulled the sending unit and looked in the tank with an inspection camera. Everything looked clean. I tested the sending unit manually, and the fuel gauge readings were 1/8 tank when the float was full down and 1-1/4 tank when it was full up. The sending unit was within spec for the max and min resistance. I could have replaced the sensor or gauge, hoping for an improvement, but

wasn't convinced that new equipment would give me a perfect answer either. I decided to calibrate the gauge when I refilled the tank. I added 2.5 gallons to the tank, then waited for the boat to be launched in the Spring (when it was floating level).

After the boat was lunched, I added 2.5 gallons at a time, recording the fuel gauge reading after each addition, and continued adding fuel until I could hear the fuel filling up the fill pipe. My tank was almost overflowing after adding 19.5 gallons. I subtracted one gallon for safety, and created the first two columns of the table above by plotting the data. If you don't like to plot data, you can slowly add fuel to the tank while someone watches the fuel gauge. They can call out every 1/8 tank increment, and you can estimate the fuel added at each callout.

Here is how to calculate next two columns:

- Fuel to be Added--Subtract the gallons in the tank from the gallons when full
- Liters to be Added--Multiple the Gallons to be Added by 3.79

The nautical miles range column requires some estimates. First you need to estimate gallons per hour. The easiest way to do this is to write down your initial fuel gauge and engine hour reading. After you have motored 4 hours or more, write down the fuel gauge and engine hours reading again. Use the chart to calculate fuel consumed, and divide by the number of hours the engine ran between the two readings. This gives you gallons per hour fuel consumption. Then estimate your average speed in knots during the test.

- Nm Range = Gallons in Tank / Gallons per Hour x Speed in Knots

Note that the gallons/hour consumption depends on engine RPM. My boat uses about 0.5 gallons per hour at 2000 RPM (5.8 knots), but closer to 0.8 gallons/hour at 2400 RPM (6.4 knots). You will have to decide what RPM/Speed is useful to you in the table.

Fuel Gauge	Gallons In Tank	Gallons To Be Added	Liters To Be Added	NM Range@2,400 rpm 6.4 knots, .8 GPH
1/8	Empty	18.5	70	0
1/4	1.8	16.7	63.2	14
3/8	3.5	15	56.8	28
1/2	5.5	13	49.2	44
5/8	6.8	11.7	44.3	54
3/4	8	10.5	39.7	64
7/8	9	9.5	36	72
1	11	7.5	28.4	88
1 1/8	14	4.5	17	112
1 1/4	18.5	None	None	132

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CATALINA 25/250 & CAPRI 25 INTERNATIONAL ASSOCIATION

Dropping the Mast Without an A-frame, Gin Pole, Additional Hardware

C25 Association
Technical Editor
Seth Martin



C250 Association
Technical Editor
David Gonsalves

Capri 25
Association
Technical Editor
Position Open

Dropping the mast aft with a custom-built A-frame rig is popular among Catalina 25 owners. Other Catalina 25 owners have good reason to prefer dropping the mast forward. Rumor has it that Catalina intended for the mast to be dropped forward, which is why the factory specification for mainsheet length is longer than necessary to sail the boat. Dropping the mast forward is convenient on boats with a bimini mounted over the cockpit.

Dropping the mast forward is less ideal for boats without biminis if the mast is only being dropped



Dropping the Mast Forward On a Catalina 25, Rigging Photo, Mast Almost Down



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CATALINA 25/250 & CAPRI 25 INTERNATIONAL ASSOCIATION

(continued from previous page)

to motor under bridges. Leaving the mast dropped forward but still attached to the mast step leaves the mast in a precarious position, and dangerous for navigation.

Dropping the mast forward requires no A-frame rig, gin pole, or other additional hardware. Having an assistant is helpful for two of the steps but not necessary. The boom acts as a gin pole. The mainsheet tackle provides the

leverage to ease the mast down and raise it. The topping lift (or backstay pig tail attached to the aft end of the boom) counters the mainsheet. Guy lines run from the aft end of the boom through the foresail fairleads around the foresail sheet winches to the foresail sheet cleats stabilize the boom laterally (See photo.), and importantly keep the boom vertical as the mast comes down. Sail track

stops, like those made by Davis, (or one sail track stop and the cleat for the downhaul) prevent the gooseneck on the boom from sliding along (and possibly out of) the mast track.

—**Seth Martin** sails Outlier, a 1987 swing-keel, standard rig, standard interior Catalina 25, primarily on Smith Mountain Lake, Virginia

Steps:

1. Disconnect all wiring at the base of the mast.
2. Fix the forward end of the boom in place using a sail track stop above and another below the gooseneck, or a sail track stop above and the downhaul cleat below.
3. Put tension on the mainsheet and the topping lift so that the boom is approximately level and perpendicular to the mast.
4. Move the foresail fairlead cars as far aft as possible.
5. Run a guy line from the aft end of the boom through the port foresail fairlead, around the port foresail sheet winch (1-2 turns on the winch), and secure it on the cleat for the port jib sheet. Run another guy line the same way, but to the starboard side of the boat.
6. Disconnect the backstay. For boats with adjustable backstays, first move the adjuster upward to ease the tension on the backstay as much as possible.
7. Disconnect the aft-most lower shrouds.
8. Loosen the upper shrouds with 7-8 turns (more or less) on the turnbuckle.
9. Loosen the bolt at the base of the mast so that there is 1/4" of clearance between the nut and the mast step.
10. Ease the mainsheet a few inches. Then ease the port guy line a few inches. Then ease the starboard guy line a few inches. Repeat this process, carefully going from mainsheet to port guy line to starboard guy line, round after round, until the mast is down and resting on the bow pulpit. Keep tension on at least two of the three lines at all times.
11. Lash the mast to the bow pulpit to prevent it from sliding laterally off the pulpit.
12. Ease both guy lines to determine to which side of the boat the boom will tend to fall. One guy line will fall slack while the other remains taught. Ease the guy line that remained taught until the boom is down laterally.
13. Remove the upper mast track stopper, slide the gooseneck out of the mast track slot, and bring the boom inboard.
14. Unlash the mast from the bow pulpit. Having a helper do this step and ensure the mast does not slide laterally is convenient.
15. Sit on the end of the boom (or wedge it in an arm pit to hold it down) and remove the bolt securing the mast to the mast step.
16. Carefully lift the end of the mast, and move the mast aft until the end rests on the aft pushpit. Having a helper lift the mast above the pulpit while moving is convenient, and prevents scratching the mast and the pulpit.

Warnings:

- All running rigging should be in good condition. (Check the topping lift!)
- If using the downhaul cleat to help fix the gooseneck in place, make sure the cleat's mounting screws are tight.
- Take it slow until experienced. Of the three lines in play (two guy lines and the mainsheet), two of these lines should be taught at all times until the mast is down.
- The boom may flop violently to one side of the boat or the other if the guy lines are not used.
- The top of the mast will tend to tip into the water when the mast step bolt is removed, until the mast is carried aft.

Note from Catalina Yachts:

Extreme caution should be used with this method, do not attempt without helpers and do not let anyone stand under the mast as it is being lowered. All parts must be in excellent condition as they will be loaded differently than when used for sailing. The gooseneck should be in excellent condition as it will be under greater compressive loads than normal.

—Gerry Douglas

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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

rodj2@msn.com

#1, Santa Monica Bay, CA

ginny.lechler@gmail.com

#2, Long Beach

mbierei@pirnie.com

#3, Chesapeake Bay

wjhomes@zoominternet.net

#4, Puget Sound

rodj2@msn.com

#5, Long Island Sound

tjl2000@optonline.net

#6, San Diego

dmumby3@cox.net

#7, Lake Ontario

crew@ceibaone.ca

#8, New Jersey Coast

calypso36@comcast.net

#9, San Francisco Bay

m_joyce1664@yahoo.com

#10, Gold Coast (Ventura & Channel Islands)

jshapiro@kirkhill-ta.com

#12, Punta Gorda, Florida

rodj2@msn.com

#14, Low Country (S. Carolina)

rodj2@msn.com

#15, Lake Texoma

rodj2@msn.com

#16, Texas Coast

rodj2@msn.com

#17, The Netherlands

e.scheffelaar@marineobjects.nl

NEW FLEET –

Lake Huron / Cheboygan

jenweber33@charter.net

CATALINA 34/355 FLEETS:

#1, San Francisco Bay

C34irvine1383@comcast.net

#12, Chesapeake Bay

fpoa34@aol.com

#13, Lake Lanier Georgia

toneydot@me.com

#14, Florida East Coast

bob@s-i-inc.com

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

#1 San Francisco Bay, CA

www.southbeachyachtclub.org

#2 Marina Del Ray, CA

800.501.1378

#3 Long Island, NY

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

#4 Lake Erie, OH

jpaint412@msn.com

#6 Seattle, WA Tacoma & South Sound, WA

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

#7 Tampa/St. Petersburg, FL

AV8RSailor@verizon.net

#8 Long Beach, CA

http://www.cat30fleet8.com

#10 Galveston Bay

www.fleet10c30.com

#11 Chesapeake Bay, MD

www.sailccyc.org

#12 North Atlantic (MA)

www.allcatalinane.org

#13 San Diego, CA

www.sdcatalinaassoc.com

#18 Long Island Sound (CT)

www.saillisca.com

#19 King Harbor, CA

czamites@aol.com

#21 Chicago, IL

www.catfleet21.org

#22 Puget Sound, WA

www.capsfleet1.com

#24 San Pedro, CA

jerinbill@roadrunner.com

#26 Lake Texoma, TX/OK

512.835.8680

#27 Barnegat Bay, NJ

(no contact)

#28 Lake Ontario, NY

www.locacac

#29 Chelsea on Hudson, NY

salcerniglia@optonline.net

#30 Hampton Roads, VA

http://fleet30.org/index.htm

#31 Clinton River, MI

drpost6290@yahoo.com

#32 Lake Lanier, GA

rrose@deltaenv.com

#35 Southwest Florida

(see Fleet #7)

#36 Lake Perry, KS

913.677.3143

#37 Vancouver Island, BC

gm@bonnor.com

#38 West Michigan, MI

http://www.lmca.com/

#40 Lake Pleasant, AZ

602.867.0650

#42 Cheney Reservoir, KS

thegreenwoods@sbcglobal.net

#44 Santa Cruz, CA

clubmanager@scyc.org

#45 Columbia, SC

szymanskim@msn.com

#46 Grapevine Lake, TX

atanua.sail@gmail.com

South Shore Yacht Club, Milwaukee, WI

http://2011ic30anationalregatta.com

Other regional C30 Fleets

CRACA Columbia River, OR

celtic-myst@attbi.com

KLACA Kerr Lake

doncourtney1@aol.com

OSCA Rhode Island

www.oscafleet.org

SBCYA Long Island, NY

www.sbcyc.org

CSMB Santa Monica Bay

millerjonathon@mac.com

Lake Hefner, OK

bluwater30@cox.net

Fleet #69, Austen TX

http://www.catfleet69.com

GC3, Alabama

GulfCoastCatalinaCruisers.com

Let us know where you sail!

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

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Vice Commodore's Report



C34/355
Vice Commodore
Jonathan (Jon)
P. Windt

Greetings Fellow C34 Sailors. I am pleased to have the honor of serving as your new Vice Commodore of the C34 IA.

My wife Barbara and I live in San Diego, Ca. Our three children are grown, with a son and daughter living

in San Diego, and the oldest daughter living in Kauai with our 1 ½ year old granddaughter. We had never been to Kauai, and now we'll have been there four times by this spring. Funny what a grandchild will do!!

My love for sailing began in Connecticut on my uncle's small sailboat when I was around 10. I remember walking up to the bow, laying on the deck, and watching the bow wake as we plowed through Long Island Sound. I was hooked and dreamed of getting my own sailboat someday.

Time passed, and after four years in the US Navy, I attended college. While in college, I built a laser class sailboat from a set of \$5 plans purchased from

Popular Mechanics. Who needs furniture when you can have a boat in your apartment?

In 1982 I moved up to my first new boat, a Prindle 16 catamaran, which I sailed in Mission Bay and in the ocean off San Diego. I still occasionally sail that catamaran to this day, however, I must admit it's a young man's boat. With the family grown and my "boat fund" ready, I decided in 2015 (actually my wife said it was OK), to fulfill my lifelong dream of owning a keel boat.

After looking for many months, I purchased my 1987 MK 1 Catalina 34, *Della Jean*, hull #493, berthed at Harbor Island West Marina. The timing turned out to be excellent, as the company I had worked for the past 28 years offered senior employees a very nice early retirement package. So in August 2016 I retired as the manager of Product Management, after a career that in total spanned 35 years in the aerospace,

aircraft, and industrial gas turbine engineering/manufacturing industry.

Now I could work on boat projects every day with a goal of cruising the west coast of the US and Mexico. What could be better? Progress is slow but steady, completing an electrical system upgrade to a 450 Ah house bank with reserve battery, increased propane storage, adding a second larger electric bilge pump, new electronics, adding an electric windlass, new standing rigging, adding storage, re-bedding chain plates, and new gaskets for the opening ports and hatches. Thanks to all the knowledgeable folks on the C34IA forum, I couldn't have done so much, so quickly without them. I took *Della Jean* out under sail the other day in a 20+ knot breeze and got that same feeling I had when I was 10, except this time, I was at the helm of my keel boat.

—Jonathan (Jon) P. Windt

My love for sailing began in Connecticut on my uncle's small sailboat when I was around 10. I remember walking up to the bow as we plowed through Long Island Sound.

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership remains at 500, the same as what it was at the beginning of this year. This 500 includes 31 C355s.

The past winter was our second in British Columbia. It seemed much shorter than our first. I think this was due to the numerous boating

activities that kept me busy, along with the milder weather. The Indian summer Cruise during the balmy 70F last week of October helped a lot.

After I installed the oil breather to air intake hose, I was able to clean up the engine compartment. On a fair 10C day in December I removed my thirty one year old bow numbers and the

California stickers. The heat gun came in very handy and I was pleasantly surprised at how easily they came off. I had to use compounding paste to wear down some of the remaining material and then cleaned and waxed the area before applying the new numbers. These came from a local print shop. The numbers were on a long strip of plastic film, but I didn't realize until I was applying them that they were individual figures. On my first try one of the nine didn't come off the peel paper with the rest and I was forced to try to line it up individually with the others. I still claim you'd have to look very hard to see... The other side went more easily, and the nice weather brought out many friends who came over to offer encouragement.

Two friends proposed a Winter Cruise for the first week of March. While reserving the right of refusal

if the weather wasn't cooperative, I agreed. I hauled out my old ski gear and loaded it on Aquavite. A week before the March 1st departure I did a sea trial after replacing the fuse in the autopilot system, which required a few fun trips into the lazarette.

On February 28th a major winter storm hit the coast with high winds and waves here in Satellite Channel that were the worst I'd ever seen. March 1st was dead calm. A half an hour out of Maple Bay to Roche Harbor the autopilot died again, so I hand steered for the 4½ hour run. With my new BC license, Canadian flag and American courtesy flag, I pulled into the customs dock, to be met by the very friendly officer who gave a great presentation at the Catalina Rendezvous last year. We

(continued on next page)

CATALINA 34/355 INTERNATIONAL ASSOCIATION (continued from previous page)

had a nice chat and I took a slip just as my friends John and Les were arriving on Les' Catalina 36, Mahalo. The weather was so balmy we stayed up in the cockpit.

We motorsailed to Friday Harbor the next day, and walked up to West Marine where I exchanged a set of binoculars on warranty and had a nice pizza dinner in the new brew pub. Les, the C36 Tech Editor, helped by swapping out the new autopilot fuse. I had put in a 5A because I couldn't read the writing on the old one, but it needed a 15A fuse. It's working just fine now.

Unfortunately our cruise was cut short by John's unanticipated work activity, so I returned to Tsehum Harbor to check in while Mahalo headed back to Everett. The CBSA agent took my new BC license numbers and reminded me to get the boat imported right away. Respondents on the Forum helped me source advertisements for reasonable boat pricing and we formally imported the boat in Nanaimo on March 5th.

I'm in the process of removing the acorn nuts on the port handrail to rebed the rail. Two of the five nuts have proven to be stubborn. I still need to

track down the wiring issue with the depth sounder BNC cable from the transducer under the V berth.

It was a short and pleasant winter season. I look forward to returning to many of the new places I discovered last summer, and finding new ones.

Hope you enjoyed your winter as much as I did and are getting ready for a new sailing season. And again many thanks from all of us to you for supporting the C34IA. **—Stu Jackson**

On February 28th a major winter storm hit the coast with high winds and waves here in Satellite Channel that were the worst I'd ever seen. March 1st was dead calm. A half an hour out of Maple Bay to Roche Harbor the autopilot died again, so I hand steered for the 4½ hour run. With my new BC license, Canadian flag and American courtesy flag, I pulled into the customs dock...

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CATALINA 320 INTERNATIONAL ASSOCIATION

Commodore Article



C320
Commodore
David Allred

The Bylaws of the Catalina 320 International Association provide that officers of the Association be elected at the annual meeting. The Bylaws also provide that the results of the election be published in *Mainsheet*. I am

hereby following that directive. The Governing Board of the Association held its annual meeting on February 6, 2018, by teleconference, as is permitted by the Bylaws. Fortunately, all of the officers were able to attend. Even more fortunately, all of the officers agreed to serve another year, subject to additional nominations and election. Thus, the following nominations were made by the Board:

Commodore
Vice Commodore
Secretary/Treasurer
Web Masters
Association Mainsheet Editor
Association Technical Editor

David Allred
John Santana
Bill Culberson
Jeff Hare and David Prudden
Rod Boer
Warren Updike

On February 10, those nominations were submitted to the Association membership through our web site with the provision that the floor was open for additional nominations until February 17, and voting would be concluded on February 24. Not too surprisingly, no additional nominations were made. Therefore, I am delighted to announce that the Board's proposed slate was elected unanimously by all the members who chose to vote.

In addition to nominating officers for 2018, the Board discussed, among other things, the improvements to our web site and the operation of the web site. Thanks to Jeff Hare, with the assistance of David Prudden, the web site is an outstanding benefit for every 320 owner. However, the many years that Jeff has borne the burden as our primary web master are weighing heavily. We earnestly need someone else

to step up and help keep our web site the remarkable asset that it is. Please contact me or Jeff directly if you can help with what is arguably the best part of our Association.

We also noted that this was the third consecutive year we conducted the annual meeting and nomination of officers by teleconference instead of at a scheduled C320 Rendezvous. The last Rendezvous was in 2016 when Dick Walker graciously hosted our Association in San Diego. We agreed that it is time for another one. So, I am seeking volunteers to host a Rendezvous in 2019. Typically, the Rendezvous has been for a weekend in late August or early September. If you are interested, or can otherwise be persuaded, I and other members of the Association with experience can help you put together the details for a grand get together. Again, contact me if you have an interest or questions.

We believe that we have a terrific Association that provides a great service to every owner of a Catalina 320. If you are not a current member, please consider joining. If you are a current member, please consider recruiting other 320 owners to join. Membership details are readily available at our website, www.c320.org Thanks for your support.
—David Allred

CATALINA 310/315 INTERNATIONAL ASSOCIATION

Sailing Alone Around the World



C310
Commodore
Alan Clark

When you are reading this, it is being written BEFORE boat Launch for those of us that are Great Lakes Sailors. We have two seasons for sailing; 1. When we are HAPPY and sailing for six months

and 2. when we are SAD, and our boat is on the hard for the next six months. It is now early March and our excitement is building to get into our HAPPY season, and, when you read this we will be HAPPY.

I cannot stress what a great resource our Catalina 310 forum has been for me. We went from a Catalina 25 with very few systems to Our 310 with lots of systems and we are blessed that other 310 owners share their knowledge and opinions to help educate us who are lacking in technical expertise. We were intimidated by the systems, but with the availability of the sailboat owner's forum there are lots of correct answers out there to help us see a project through.

We are glad we own our 310 and are now in our 5th year and she 'gets better every year'! I would say, if you are contemplating 310 ownership and

feel intimidated, please know that we are here to support you. Our tech editor, Jesse, has ridden out several hurricanes in their 310 last year in the BVI after sailing 'Smitty' down from Boston and knows the 310 from stem to stern and mast to keel. The 310 is a great design and a solid boat. Frank Butler and Gerry Douglas must be very pleased over their accomplishments!

I am just finishing reading Capt. Joshua Locum's "Sailing Alone Around the World". This is a book that is very well written. I should have read it years ago and highly recommend it. We do

(continued on next page)

CATALINA 310/315 INTERNATIONAL ASSOCIATION (continued from previous page)

NOT have to wish to sail around the world, but we can sail around our inland sea – Lake Erie. Our plan this summer is to sail across Lake Erie, up the Detroit River, across Lake St. Clair to Lake Huron and back. We also are looking forward to sailing to other

destinations around Lake Erie. In the meantime, we have checked our life jackets, updated our BOATUS membership (discounted for 310 association members) and are plotting our course on paper charts-along with our GPS.

So, as we wait out the rest of late winter and early spring we hope you will have a great sailing season, go to a destination you have never been and take someone who has never been sailing out to experience our sport!
–Alan Clark

C315 One-year Anniversary



C310 Association
Secretary, Treasurer,
Webmaster
Curt Sawyer

As this issue arrives in your hands, sailors in the northeast (like me!) are beginning our season. We have also passed the one-year anniversary of welcoming C315 owners into the association, and many of you either have received or will soon receive

renewal notices from me...we hope you choose to renew! As I write this column, we are 106 members strong with 82% owning C310s and 18% owning C315s.

As a member you will continue to receive this magazine, and in addition to *Mainsheet*, you will continue to enjoy the other benefits of our association, including a membership list, the association burgee (available for purchase), Boat US membership discount, and order forms for technical documents on our web page. If you are not already

participating on the forum provided by CatalinaOwners.com, I encourage you to do so through the link on the catalina310.org website. As always, I welcome any suggestions / feedback our members have, and happy sailing!
–Curt Sawyer

We are 106 members strong with 82% owning C310s and 18% owning C315s

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

From Fleet 10 Gulf Coast

Gulf Coast Catalina 30 Fleet 10 sailors and guests met at The Monument Inn in LaPorte, TX. on Saturday, November 11th for their Second Annual Awards Dinner. Captain Ernie Hooter presided over the dozen attendees who were treated to great fellowship, delicious seafood, and a water's edge view of the Houston Ship Channel. It was a delight to welcome Ernie's charming friend, Wanda, to the group. Another nice surprise was to see old friends and new sailboat owners Steve and his



sister, Teddy Strickland, and their relative, Kirsten. At the gathering Denny Fegan and wife Kate attended but unfortunately had to leave early. A very active member of the fleet, Denny participated in the 2017 Harvest Moon Regatta. All were disappointed that Denny could not regale us with details of the

regatta or also of his sail across the Gulf of Mexico to Florida and the Bahamas. We will look forward to those details at a future meeting. Displaying the fruits of his craftsmanship again, Rod Worrell created and supplied the annual award trophies. The coveted first place "Can U Do It (CUDI)" fleet race award was presented in absentia to Ken Brooks and his brother David. Glen and Sandy Ellis placed second and Denny Fegan placed third. Ken and David displayed impressive sailing prowess participating in and winning every Fleet 10 race during the year. Picture fleet 10 CUDI awardAn award was presented to Jim Sheffield for outstanding persistence - if not seamanship. Jim received the "Double Bayou or Bust - 2017" award for unintentionally running his sailboat, S/V Lorraine, aground entering the harbor channel at Double Bayou. Rod was aboard for the cruise and provided invaluable moral support and aid through the night on the sandbar and in getting back to home port the next day with assistance from BoatUS towing. Picture fleet 10 ROD award The highlight of the meeting was the presentation of a Fleet 10 gift to Rod and Lucy Worrell in recognition of their many contributions to the fleet. A gorgeous Yeti growler and matching pair of Yeti coolers was presented by Kathy Ward.

—Jim Sheffield Catalina 30 Mk. II Lorraine Gulf Coast Fleet 10



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CATALINA 30/309 INTERNATIONAL ASSOCIATION (continued from previous page)

2018 North American Championship Regatta

Columbia Yacht Club - Chicago, IL August 17-19, 2018

The 2018 North American Championship for the Catalina 30/309 Class will be hosted by Columbia Yacht Club on the shores of Chicago, IL on Lake Michigan the weekend of August 17-19, 2018. If you've yet to experience a regatta on the shores of Chicago, that includes fantastic city skyline views from the race course and the dock where your boat will be moored evenings after racing, fireworks over the lake every Saturday night at dusk, and the nightlife post race crew dinner, this is a racing venue not to be missed.

The facilities of Columbia Yacht club (columbiayachtclub.org) is a 372 foot icebreaker christened in 1946 as the MV Abegweit originally owned and operated by the Canadian National Railways transporting passengers, cars, and trains between Prince Edward Island and mainland Canada. Affectionately called the Abby, the ship has been home to the Columbia Yacht Club since 1983. The club has both formal and informal restaurants as well as alfresco dining on the bow. The aft deck tent, where regatta festivities will be held, is the best place for parties and fireworks viewing.

August is an optimal month to hold a major regatta in the waters of southern Lake Michigan off the shore of Chicago.

Average wind speeds range from 8-12 and temps range from 67-71 F in the evening and 79-82 F daytime. Breezes on the lake always moderates the higher levels.

The racing just off Chicago is world class, with fleets such as the Farr 40s, MC 32s, J/80s, J.105s, Benetau 36.7s and 40.7s having held both North American and World Championships in the last few years.

The Notice Of Race (NOR) will soon be published on yachtscoring.com. For now however, please know this regatta will include...

- no cost docking on the Columbia Yacht Club dock to boats entered starting Thursday Aug 17 thru to Monday Aug 20 allowing plenty of time to deliver to/from Chicago onwards, flags and IC30A owned perpetual travelling half hulls presented at the Sunday afternoon party regatta festivities Saturday evening and Sunday afternoon

Put this regatta on your 2018 sailing schedule now. For questions please contact Mike Hettel at 309.256.3735 or michael.e.hettel@gmail.com.

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Advertising Index

A.B. Marine	42
Beta Marine	44
Catalina Yachts Store	47
Cruising Design, Inc.	13
Doyle	42
Edson	C4
Forespar	45
Garhauer Marine	C3
Genco Marine	9, 44
Hamilton Ferris Company	39
Kato Marine	20
National Sail Supply	24
Quinte Canvas	46
Sail Warehouse	21
Sea Hawk Paints	11
Schaefer Marine	C2
Seoladair Ltd	37
Signet Marine	36
Tufted Topper	28
Ullman Sails	26
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CATALINA 22 NATIONAL ASSOCIATION

Racing Season Kick-off

Lots of work has been completed on several Catalina 22 National Sailing Association publications. The Catalina 22 History Book has been updated and is now available on the “member’s only” side of the website. New content was added to the



C22 Association
Editor Rich Fox

80-page publication and it will continue to be updated with new content and pictures on an annual basis. The Catalina 22 Buyer’s Guide has also been moved to the “member’s only” side of the website. The Catalina 22 Buyer’s Guide provides 12 pages of content about what to look for when buying a used Catalina 22. On July 1, the Catalina 22 Technical Manual 2019 Update will be available and feature over 115 pages of new content and available to current C22NSA members who

have previously purchased the Catalina 22 Technical Manual.

Upcoming Catalina 22 events scheduled during the next 90 days include:

- St Mary’s Boat Club (Ohio) Catalina 22 Regatta, May 19-20
- Gold Country Yacht Club (California) Gold Rush Regatta, June 2-3
- Catalina 22 National Championship Regatta, June 4-7
- TSA-LA-GI Yacht Club (Oklahoma) Catalina 22 Regatta, July 21-22
- Catalina 22 Great Lakes Cruise/Grand Traverse Bay, August 12-18

In 2019, the Catalina 22 will reach a major milestone of 50 years of continuous production with nearly 15,800 hulls built and sold since July 1969. The Catalina 22 National Sailing Association will be celebrating this production milestone at the 2019 Catalina 22 National Championship Regatta that will be held on Lake Fort Gibson near Tulsa, Oklahoma, and hosted by the TSA-LA-GI Yacht Club and Catalina 22 Fleet 62.

C22 Buyer’s Guide

If you have a friend or relative who may be looking to purchase a used Catalina 22, check out the new Catalina 22 Buyer’s Guide publication on the Association’s website. The Buyer’s Guide will help educate any potential buyer on what to look for, and what to avoid, when preparing to purchase a used Catalina 22 sailboat. There are also reviews on all four models of Catalina 22 sailboats built during the past 49 years, including the Catalina 22 Sport.



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***Davit Pivot Base
with backer plate***



***Stern Rail
Davit Clamp***



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