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Volume 40 • Number 3

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EDITORIAL:

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Publisher

Jim Holder
3504 Amberley Trail
Evans, GA 30809
Phone (706) 951-4282
Fax (706) 651-0533
cv.jholder@mainsheet.net

Editor

Carol VandenBerg
3504 Amberley Trail
Evans, GA 30809
Phone (706) 951-4282
Fax (706) 651-0533
carol@mainsheet.net

Technical Material

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Tech Editor

Gerry Douglas
193 Banyan Bay Dr
St. Petersburg, FL 3370
Phone (818) 262-3358
gerard.douglas@gmail.com

PRODUCTION:



1911 Huguenot Road
Suite 301
Richmond, VA 23235
(804) 897-0495 phone
email: david@landisproductions.com
website: www.landisproductions.com

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3504 Amberley Trail
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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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International All Catalina Alliance

Association News & Tech Notes: Donna Ferron, 484-678-4592, donnarferron@verizon.net

Catalina 470 National Association • www.catalina470.org

Association News: Julie Olson, (650) 347-3589, voyagerC470@yahoo.com
Tech Notes: Joe Rocchio, jjr@onward.ws

Catalina 4 Series Association - www.catalina4series.org

Association News: Bruce M. Whyte, MD, 404-402-3357 (c), bmwhyte47@gmail.com
Jessie Mackelprang-Carter, sv.theredhead@gmail.com, (440 News)
Tech Notes: C400 Hulls: Tom Sokoloski, 860-316-5437 (h), 860-614-6758 (c), tomsoko@gmail.com
C42 Hulls: Position Open
C425 Hulls: Position Open
C440 Hulls: Position Open
C445 Hulls: Position Open

Catalina 380/385/387/390 Int'l Association • www.catalina380.org

Association News: Kathy Ahillen, kahillen@comcast.net
Tech Notes C380, C390 Hulls: Jim Turner, jimturner@comcast.net
C387 Hulls: Tom Brantigan, tombrantigan@gmail.com
C385 Hulls: Chuck Couture, Clcouture@ymail.com

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Association News: Position Vacant
Tech Notes C36 Pre Mk II Hulls: Leslie Troyer, leslie@e-troyer.com
C36 Mk II Hulls: Chic Lasser, chiclasser1@yahoo.com
C375 Hulls: Position Open

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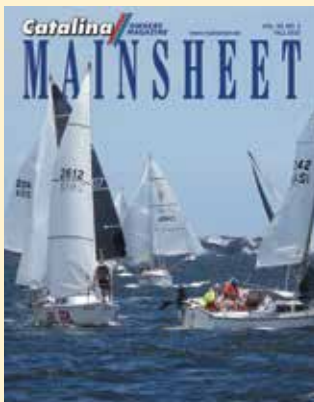
Catalina 34/355 International Association • www.c34.org

Association News: Jack Hutteball (Fleet 5), jhutteball@comcast.net
Tech Notes: John Nixon, c34hull728@gmail.com
(Associate Technical Editor): Ron Hill (Fleet 12), ronphyllhill@comcast.net

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ABOUT OUR COVER:

Fort Walton Yacht Club was pleased to host the 2022 Catalina 22 National Championship Regatta. Hopefully, the participants enjoyed it as much as we on the race committee did. It was great to watch close competition with so much camaraderie infused. We look forward to seeing this group here again soon. Photographs courtesy of Cece Stoldt. Additional photos are available on Facebook at www.facebook.com/FortWaltonYachtClub



Catalina 320 International Association • www.catalina320.com

Association News: Mark Cole, 253-446-9003, boatnboot@me.com

Tech Notes: Jason Reynolds, jereyns@hotmail.com

Catalina 310/315 International Association • www.catalina310.org

Association News: Gary Hattan, 678-756-9929, gfhattan@gmail.com

Tech Notes: Jesse Krawiec, jessek65@gmail.com

Catalina 30/309 International Association • www.catalina30.com

Association News & Tech Notes: Michael Dupin, dupin.catalina30@yahoo.com

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Association News: Brian Gleissner, mainsheet@catalina-capri-25s.org

Tech Notes C25 Hulls: Seth Martin, seth.martin@mac.com

C250 Hulls: Russ Johnson, catalina250tech@catalina-capri-25s.org

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Catalina 22 National Association • www.catalina22.org

Association News: Rich Fox, 317-815-8599, rich_fox@yahoo.com

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"NOW HEAR THIS"



Comradery

The sailing at Fort Walton Beach, Florida, is about as good as it gets. A large bay is created with a coastal beach on one side and the Florida coastline on the other, creating a circular bay of miles and miles of open water. The wind is predictable, light in the morning and continues to build as the day goes on. A sailor's dream.

The C22 Class announcement to hold their National Regatta at the Fort Walton Yacht Club was a calling to me and Carol. We had sailed there in my C15 multiple times during my younger sailing days when several of our West Coast fleets would travel the 1200 miles to sail against the East Coast fleets.

This in mind, I could hardly wait to see the club again. To say the least, I was most impressed with its growth, which includes a large upscale dining room for over a hundred, and a giant well-stocked bar with its own dining facilities as well. Everything you could possibly ask for. The exterior covered patio could seat dozens with tables, chairs, and a view of all the docks, lots of grass and big trees made for a beautiful setting. A beach to the right with a "Junior" facility consisted of all sizes and classes of boats for beginners to experienced racers.

The club offered me a photographer and power boat. Carol was on the start line in the 27' Committee boat. We couldn't ask for a better opportunity. Everyone was so helpful and kind, and Carol is already planning the 2023 return trip. I am not sure we will be able to work it into our plans, but it is nice to know you are always welcome. The Regatta was a great success, and we enjoyed the comradery.

—Jim Holder, Publisher

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

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925 Cherry Point Road
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Bill Culbertson
2919 Ward Court
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287 E. Highland Ave.
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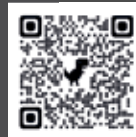
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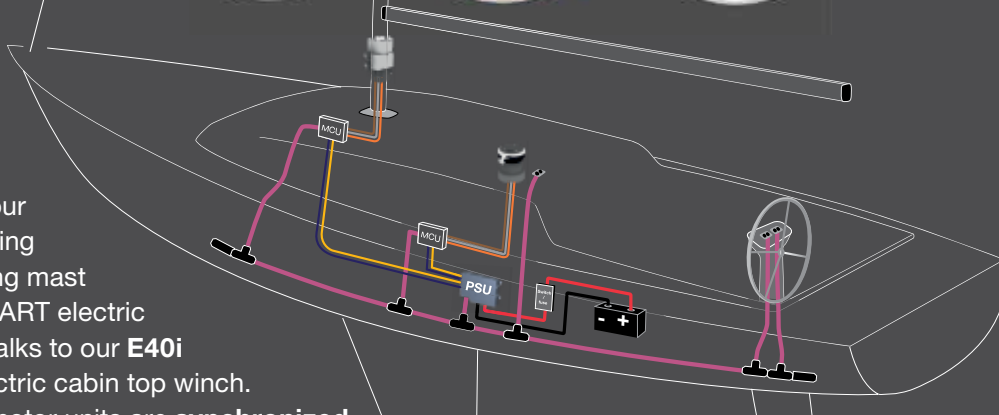
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Close Encounter:

Voyager has a Boyfriend!

By Bill Martinelli, Catalina 470 Commodore • Photos by Julie Olson & Bill Martinelli



(or Girlfriend?) *Voyager* had a special guest while anchored off the Loreto Bay Resort just five miles south of the town of Loreto, Baja Sur California, Mexico. A friendly Humpback whale came visiting one morning in early June. Great timing as the *Mainsheet* deadline was rapidly approaching. I'm assuming that since boats and ships are referred to as a "she" this whale might have been a "he". That is as far as I am going to go on that subject.

Various species of whales do inhabit the Sea of Cortez, but they are much more common along Pacific Baja. By this time of year, most have left to go north for the summer. Two popular whale watching sites are Bahia Magdalena and the Bahia Vizcaino region on the west side of the peninsula – many mothers and their calves can be seen frolicking there early in the year.

This amazing creature looked to be 30 - 35 feet in length as he swam alongside. "Humpty" circled us three times, sometimes right side up and sometimes tilted to the side to give us a good looking over, close enough to touch us with his flippers. I think he wanted to swim underneath *Voyager* but we were only anchored in 15 feet so he must have thought better of it. When we've see whales in the Sea previously, it's typically been from at least a couple hundred yards away.

Naturally, Julie and I took a bunch of pictures. In some of our photos, you can even see a shadow on the sandy bottom. He lingered for 15-20 minutes and during that time he also swam past a nearby anchored boat but came right back to *Voyager* for another circuit. All I can say to this is WOW!

Eventually he continued up along the Loreto area coastline and made a few leaps for some of the local kayakers and paddle boarders to enjoy.

In some of our photos, you can even see a shadow on the sandy bottom. He lingered for 15-20 minutes and during that time he also swam past a nearby anchored boat but came right back to *Voyager* for another circuit.



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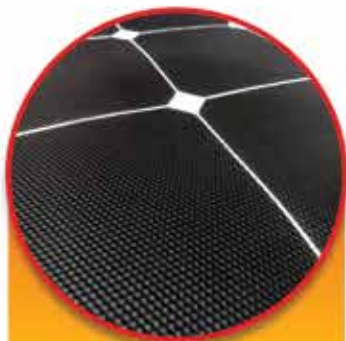
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Change of Course:

Last Hurrah

An East Coast/Bahamas Sailing Adventure

By Brenda Payne • *Valkyrie*, CM440 Hull #26

We loved our careers as professional entertainers, “The Sensational Saxons.” We performed our unicycle/juggling/magic act in some of the best venues on six of the seven continents. In cities like Paris, London, Tokyo, Las Vegas, we opened for Bob Hope, Milton Berle, Regis Philbin, Ricky Nelson, Ellen DeGeneres, and more.

We also loved sailing.



Brenda and Jack, “The Sensational Saxons”

Over the years, we primarily sailed the San Francisco Bay Area and US West Coast, with a few excursions to the San Juan Islands, the Sea of Cortez, the Chesapeake, and Auckland. As we traveled the world performing, we visited waterfronts and walked marinas, admiring sailboats and dreaming of adventures.

Our retirement goal was to go cruising.

Time stops for no man

In our sixties, with retirement nearing, we bought a boat to do the Baja Ha-Ha, our kick-off to cruising life. Before we could retire, however, Jack’s parents’ health declined. They needed us, so we stayed, kept working, and cared for them over 10 years. We lost Jack’s beloved Dad and Mom in 2015 and 2020, respectively. We felt their losses deeply but were comforted that they enjoyed great lives well into their nineties. Still, it was bittersweet that we could now realize our cruising dream.

We were in our seventies and many of our peers were having health issues, some even passing. We needed to get going right away while we were still in good health, knowing that time waits for no man. Many cruisers dream of circumnavigating, and while a couple in their mid-seventies could circumnavigate, this was not our aim. We wanted one more sailing adventure, a “Last Hurrah,” so to speak. We wanted to explore new shores and enjoy boating before something happened to stop us again.

We decided to start our adventure wherever we found our boat. We considered an Island Packet 40 in London and a Kelly Peterson 46 in Panama, among others, but the boats did not meet our criteria. We wanted a ready-to-go, age friendly bluewater sailboat that was comfortable, easy for either of us to singlehand, and big enough to invite family and friends to share the adventure. We bought *Valkyrie*, a



Living the dream, Brenda stands proudly on *Valkyrie*’s stern. Grand Marina, New Bern, North Carolina

CHANGE OF COURSE

(continued from previous page)



An ethereal dawn to a new day. Pungo-Alligator River, North Carolina

2006 CM440, Hull #26, in Greenport, New York. Loaded with goodies, such as new rigging, B&G instruments, full enclosure, bow and stern thrusters, and size 70 electric winches, she was ready for adventure.

As owners in our fleet can attest, the CM440 is a jewel of a bluewater boat. Her assets far outweigh her limitations: comfortable living space, lots of storage, and large galley counters; amazing handling and riding comfort; easy access in and out of the cockpit; washer/dryer; a work room; tall lifelines, all running lines to the cockpit; etc. It is no wonder that designer, Gerry Douglas, chose a CM440 as his own sailboat.

Living our bucket list

Right out of the marina, we started knocking off bucket list items. We sailed down Long Island Sound, motoring through the East River, and passing American icons. We sailed passed the Empire State Building; under Brooklyn Bridge; through the infamous Hell's Gate; and around the Statue of Liberty, in all its magnificent glory, so close we could almost reach out and touch it. It was exciting beyond words. We continued south, exploring nooks and crannies along the intracoastal waterway and Atlantic shoreline. Some anchorages were so isolated the only sounds we

heard were of nature. Other times, we were in large, bustling city marinas replete with history, commercial boat traffic, and tourism. We eventually made it to the Florida Keys, where we tied to a mooring ball in Marathon to ride out the winter months off the grid in warm, sunny weather.

We had wanted our adventure to challenge our brains to stay sharp, and though we had sailed for years, there were many new things to learn about *Valkyrie's* systems, navigation tools (e.g., AquaMaps, Bob423 Long Tracks) and weather services (e.g., Chris Parker), and our new cruising grounds. We continued to do our homework and learn new things every day. With proper charts, good weather forecasting, and lots of luck, we have enjoyed near-perfect conditions for much of our adventure. Still not everything has gone to plan. We've been in big winds and powered our way through tumultuous water but were closest to disaster when we almost sank, twice.

Struck at anchor

We anchored in Marine Stadium to see the famous night lights of Miami. Securely anchored, we sat down to enjoy our dinner, when WHAM!!! We were hit so hard we were knocked out of our seats! Sure we had been holed, we grabbed our emergency gear and hailed the Coast Guard.

To our surprise, when we got topside, it was not a boat but a jet ski we discovered! A jet ski was floating on one side of *Valkyrie* and a man was bobbing on the other! The jet skier had slammed into our anchor line, breaking the jet ski and giving its rider quite a fright. Upon thorough inspection, we were relieved that no damage had been done to our boat or anchoring system. We were lucky, as was the guy who hit us, who swam back to his mother ship unharmed, leaving the jet ski to be towed back by another crew member. We updated the Coast Guard that we were alright.

During all this, dark clouds had formed and fog started to set in. We could hardly see the front of our boat, which dashed all hope of seeing the skyline. Before we could dwell on the disappointment, we heard the roar of a powerful engine from the eerie fog and water began to churn astern. Out of the fog emerged a big coast guard tug that came so close that a crew member leapt onto *Valkyrie*! It was exhilarating, like something out of a movie scene. They had come to check on us.

Shortly after they disappeared into the night fog, it started to rain hard, really hard. A few minutes later, it stopped abruptly, having cleared the fog. Before us was the most beautiful night view of Miami, more spectacular than we could have imagined.

Best of all, we did not sink!

Waterfall in the bilge

Our next near-sinking occurred further south. No other boats were around when we departed Rodriguez Key for the Bahamas. We had a good weather window and were excited to enter the Gulf Stream, finally bound for Bimini.

I noticed the bilge pump light on, and we set to inspect the situation. We discovered a waterfall cascading from our engine area. Not good! Our bilge pump was keeping up with the flow, but for how long? Bilge pumps are notorious for failures, and installing a back-up bilge pump and highwater alarm were still our to-do list. If the bilge pump failed, it could be catastrophic. I wanted to make someone aware of our situation in case it escalated. I grabbed the cell phone. It had just been working shortly before, but we were now out of range, and with no boats close enough to hear our VHF calls. With no way to call for help or to report our circumstance, we were on our own.

I took control of the helm, turning back towards the US, while Jack jumped into action looking for the leak. He first checked thru-hulls. Next, he moved the steps that lead to the cockpit and lifted the floorboards above the engine. There it was. The dripless shaft seal had pulled apart, allowing seawater to gush in. He unscrewed the set screws and tried to move it back into place. Without success, he began looking for other ways to slow the leak. He wrapped



After an evening of unexpected dramas, fog, and a deluge, the skies cleared to reveal a spectacular view of the Miami night skyline. Marine Stadium Anchorage, Miami, Florida.

CHANGE OF COURSE

(continued from previous page)



Valkyrie rests at anchor in tropical bliss and Jack and Brenda enjoy another day in paradise in the Exuma Cays Land and Sea Park in Warderick Wells.

towels around the leaking area, but it didn't slow the flow. Next, he tried wrapping a rope tightly around the area, which successfully slowed the leak. Back in cell range, we called BoatUS. We gave them our coordinates and discussed our options. They put us in contact with Key Largo Harbor Marina who arranged for our boat to be hauled upon arrival.

I sailed the 30 nautical miles back, while Jack tended to the leak. *Valkyrie* pointed higher than we thought possible and maintained a nice speed for the winds we had, as I navigated through the reef into Hawks Channel around the crab pots and shallow areas. Surprisingly, we did not require the haulout after all! As it turned out, the dripless shaft seal was not damaged; rather, the set screws had not been properly tightened allowing it to slide apart. Once the mechanic levered it back into place and reset the four set screws, we were fixed.

That evening, we found ourselves anchored right where we had started, however, with more anxiety having thwarted a possible sinking experience.

Bahamas bound...again

We didn't know which way we were headed when we weighed anchor the next morning. Should we return to our mooring ball in Marathon on head across the Gulf Stream? With a last good-weather-window day to get there, we decided to point the bow toward Bimini.

We're so glad we did.

Cruising from Alice Town on Bimini to Georgetown in the Exumas, we experienced some of our world's clearest blue water and white sand beaches. We saw swimming pigs, waded with nurse sharks, snorkeled James Bond's Thunderball Grotto, watched rays and skates glide under our boat, and marveled at seeing our anchor-chain tethered to our Rocna in 20 feet of water. We have also met many interesting people and made wonderful new friends, which is perhaps the best part all.

We are back to North Carolina where we have family to visit. We do not know what's next in this adventure, but the unknown is part of the fun. What we do know is that after cruising for over a year, we have realized our retirement dream and are loving the great fortune of sailing aboard a perfect cruising boat.

Sailing's Must-do List:

Nespresso Coffee Shelf

By Joe Grande, S/V Whisper #772 • Catalina 320 International Association

While spending Thanksgiving a few years ago with friends in Brattleboro, VT, I discovered the Nespresso system for Espresso coffee. As a longtime liveaboard who enjoys his coffee, but has limited galley counter space, I had avoided coffee machines. My Taster's Choice had worked well for literally decades, but I did enjoy an occasional stronger cup.

Upon my return to Seattle, I ordered my own Nespresso from Amazon.

While "compact" as coffee makers go, I wasn't satisfied with my loss of counter space. What if I were to make a shelf on an articulating arm that would swing out of the way? The machine and accompanying creamer are too heavy for a shelf alone. I added a dowel post to support the shelf as it slides out of the way.

Yes, the arm does block the hinged nav table, but I don't use it anyway. I used the teak from my crib doors to make a drawer for the end of the nav table that provides easy access—BUT that's a story for another time.



Lessons Learned:

Companionway Stair Renovation

By James Turner #227 • Catalina 380 Tech Editor



Original stairs

Our 2000 Catalina 380 companionway steps were showing their age. Wear and tear over the years had left the gelcoat edges chipped and the inserts worn and soiled. When my buddy purchased a newer 2008 Catalina 387, he shared how they had cleaned the steps, and added Attwood non-skid adhesive traction pads to prevent slipping, and suggested we might want to follow suit. My attempt to clean the step inserts was a dismal failure.

We decided it was time to renew the steps by patching the gelcoat chips, painting and clear coating the perimeter edges, and replacing the non-skid inserts. After looking around for a suitable insert material we decided on EVA Foam Decking Sheet Faux Teak Marine Mat Non-Slip Self Adhesive Flooring Material. We purchase a 16 X94 inch piece for about \$50.

I first used a right angle scribe to lift the edges of the step inserts. Then a gasket scraper, and vibrating multi-



Peeling the original inserts

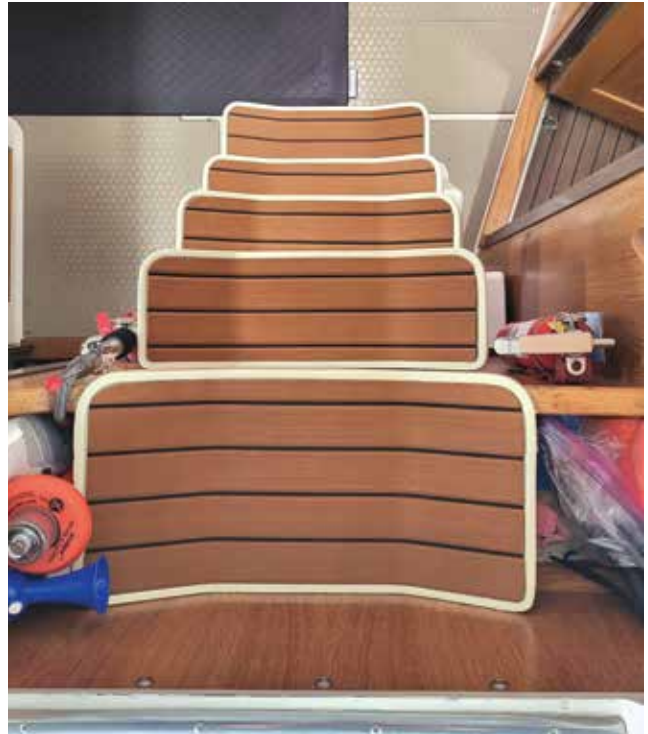
tool with scrapper attachments to peel up the step inserts. After sanding the step faces to remove all residue, I patched the perimeter ridge chips with white Marine-Tex. After fairing the Marine-Tex it received two coats of white paint tinted with a little yellow to match the original color and then five coats of General Finishes Clear Top Coat for protection.

The original inserts, which came out in one piece, served as patterns for cutting out the new inserts from the Faux Teak sheet material.

I applied a piece of painter's tape to the top and bottom center of each step, then lined up the step insert which had matching top and bottom pieces of tape, and made alignment marks for gluing the inserts in place. Weld Wood contact cement was applied to the step faces, allowed to dry for 15 minutes, after which I peeled the backing off the step inserts, placed them on 6 pre-cut



Alignment tape, contact cement and dowels applied



The finished steps looking great



New insert cut and ready to align

dowels to prevent the step inserts from coming into contact with the contact cement until properly aligned. I aligned the two center marks, top and bottom, and pressed the center of the step into contact. As the contact cement name indicates, it pretty much welds together on contact so it's critical that the alignment be right. After the initial center is glued, hold one side up with one hand, remove the dowels on the side being glued, and slowly work from the center out, pressing down on the insert with your other hand to make sure it fully contacts the step, then repeat on the other side. I then used a Heavy Duty High Pressure Rubber J-Roller to work any air bubbles out and assure full adhesion.

Installing the Step Inserts may sound a bit daunting but it actually turned out to be much faster and easier than the perimeter gel-coat repairs. We are quite pleased with the results and think it looks amazing! Only time will tell how well the EVA material I chose will hold up, but it is more cushy on the feet, and provides substantially better non-skid than the original material it replaced. If it doesn't hold up I might try adding the Attwood Traction Pads or replace the inserts again with a different product.

Safe Journey:

C250 Cockpit Portlight Install

By David Crosby • *Small World*

I have seen a few other Catalina 250s with one or two portlights in the cockpit. I had always thought that this would be a nice addition. I definitely wanted the portlights to be flush on the exterior. I figure anything that protrudes from the side wall would be an ankle biter. The Lewmar series portlights fit that bill and look nice as well. I had priced buying them new and encountered sticker shock. During my travels if I had the opportunity to stop at a used boat part chandlery I would search for the perfect set of portlights. I never quite found what I was looking for. Over time, my daughters grew up and moved on. My wife and I moved from the aft berth to a modified v berth and the need for the portlights diminished.

Summer of 2021, I purchased a tower air conditioning unit that lives just aft of the companion way stairs. I had this venting out the companion way. I got to thinking that if I had those desired portlights in the aft berth, I could vent the air conditioner out the portlight instead of the companion way hatch. This would get the vent tube out of sight and out of the way.

Late Fall 2021 I hit the jackpot. I found a pair of brand new Lewmar opening portlights on Sailing Anarchy website. They were originally bought for a Catalina 30 about 10 years ago and were never installed. These things sell for about \$350 each. I got two including shipping for \$350. They were still in their original packaging. After confirming size, fit, etc. I pulled the trigger and bought them.

These are size #3.
 Exterior = 7 1/2" x 17 11/16"
 Cut Out = 6 3/4" x 16 3/4"

I feel that this is the maximum size that can be installed in the C250wk. The C250wb cockpit height is lower than the C250wk and there is a bend in the wall just above the window top. If the C250wb has the bend at the same place they may not fit flush in a C250wb.

I've included a photo journal of the install process.

I made a paper template of the outside perimeter. This is to check for clearance during the the portlight placement.



Perimeter template

Next, I made a plywood template frame for the portlight fitting. The plywood template is smaller than the paper template. Here's a photo checking the fit between the portlight and template with the paper template is traced in pencil.



Plywood template frame

Next, I cut a piece of Luan plywood to create the inside template. This is the actual cutting guide. Here's a photo to see how it fits with both plywood templates.

Next, overlay the paper template on both plywood templates and drill alignment holes. This is an important step during the installation process to match the inside and outside portlight placement.

In the cockpit, I taped the paper template in place. Measured from the top and bottom of the cockpit to make sure it is level and drilled the two alignment holes.



Inside template



Inside template



Cockpit placement

Inside the cabin, use the paper template and the alignment holes to verify placement.

Next, use the plywood template and the alignment holes to mark the cut line. Repeat this step inside the cabin. Once the cut lines are marked, I taped a box to the inside of the cabin cut area to collect the dust and debris.

Using a 3.5-inch hole saw, I cut the four corners. I then used a vibrating saw to cut the straight lines. I also created a plywood filler for the space between the cockpit and the inside liner.

To seal the portlights I used Butyl tape on the inside of the exterior frame. I then filled any gaps between the exterior frame and fiberglass with marine caulk as well as

Companionway Doors

for all models of Catalina Boats



Catalina 310, 2002



Catalina 42, 2004



Catalina 34, 2005



Catalina 34, 1987



Catalina 30, 1978



Catalina 380, 2001



Catalina 36, 2001



Catalina 350, 2008



Catalina 28, 1995



Catalina 375, 2003



Catalina 400, 2010



Catalina 42, 1991

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SAFE JOURNEY

(continued from previous page)



Cockpit template



Cockpit saw holes



Cutout complete



Here is a view of my trial fit.

generously filled the gap between the outer and interior fiberglass walls. The interior frame was then screwed into place. I made sure the screw ends also had caulk on them to keep them from getting loose over time.

After the portlights were installed, the air conditioner vent fits perfectly into the port side opening. The weight of the window holds the plywood filler in place. So, no attachment necessary for the A/C vent. I only have the A/C in the boat during the summer months. I do remove, during the spring and fall months to open up space in the aft berth area.

And, for the final picture. This is what I really like about our boats. While I would love to have a Catalina 310, I can bring my Catalina 250 home. Park it in the driveway and work on it where I have all my tools. In a few months, pack it up again to drive north from Missouri for a vacation on Lake Superior.



Installation complete



Small World in the driveway

Note from Catalina Yachts:



Well done project, please note the ports are lower than the companionway sill so please be sure to test them for watertightness and be sure to keep them dogged tightly during sailing as they become a downflood point to the interior and could affect the watertight integrity of the boat.

View from the Bridge:

Crabbing for Dungeness Crab

By Joe Grande, Commodore • Catalina 320 International Association



As I sit down to write this article for the Fall issue of *Mainsheet*, I find myself in a bit of a time warp. We, in the Pacific Northwest, have so far experienced only one day this year of 75-degree Spring weather, while the national weather map has been tracking weather setting records of triple digit heat for many of you. Summer won't arrive until next Monday. You are likely hauling out in preparation for cruising or have been on the water to escape the heat.

With the easing of Covid-19 travel restrictions to and from Canada, I hope to be able to share with you destinations of Chatterbox Falls in Princess Louisa Inlet, Refuge Cove and Prideaux Haven in Desolation Sound.

Will you do me a favor? Email me your stories and photos to joe_grande@msn.com of your summer cruising so I may share them in the future colder months of Winter with our members.

Crabbing for Dungeness crab is a favorite summer activity here, controlled in a regulated fishery by the Washington State Department of Fish & Wildlife. Usually beginning around the 4th of July, we are waiting to hear when it will open this year.

Email me your stories and photos of your summer cruising so I may share them in the future colder months.



Chatterbox Falls

VIEW FROM THE BRIDGE

(continued from previous page)

Returning to the *present* as you are reading this in September, you are recalling your summer memories of sailing to destinations both new and familiar. Do you have to make plans to haul out for the winter? During the summer here we often raft-up at anchor concluding our summer cruising in the back bay at Port Ludlow on the Olympic Peninsula.

Now, with Fall approaching, we transition to destination cruising to shoreside marinas like Des Moines, Poulsbo, Kingston Cove and Blake Island. For whatever comes your way, stay safe and sail on.



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**Catalina Direct Offshore Sails
By Ullman Ventura**

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Regatta del Sol Returns

By Ray Dunn • C4 Series

Here's a brief story of the race

We all know the worldwide coronavirus pandemic put a damper on sailboat racing, so this was the first return to the Regatta del Sol al Sol since 2018, which we won on a different boat taking both spinnaker class and racer/cruiser class trophies home with us. That year was the 50th anniversary year for the race and we sailed shorthanded with 4 crew in total enjoying fishing the entire way under spinnaker for the last 3 days. All in all, we caught 6 mahi-mahi, a couple of tuna and one or two barracuda.

This year was different as we had at least a few other boats in our fleet with full crew familiar with their respective boats and our Catalina 445, being a new-to-us boat had never really raced before and certainly not off shore. To sweeten the pot a bit, the race organizers created an optional fishing tournament that we gladly signed up for. I managed to find 5 crew available who had loads of off shore experience, and with a few short sails in Tampa bay working through a few gybes with each spinnaker, everyone felt comfortable with the boat. Having 6 of us to manage things, we split into 3 groups of 2 for watches and after exiting the bay under the Skyway bridge we decided to skirt north of the rumblines a bit to avoid a wind hole that was looming off the coast from Sarasota and put up the big A2 spinnaker. The wind filled in nicely into the evening and we started seeing gusts into the mid-20's, suggesting that we dodged the light air area to the south. No one thought the A2 would be too much to handle until the wind continued to build, darkness fell and clouds obscured the stars giving little reference other than instrumentation for wind direction. The first evening watch couldn't keep the boat on her feet and we ended up broaching two or three times before the A2 finally burst from tack to leech requiring all hands to come up and haul the tattered sail in through the forward hatch. This didn't end up costing us too much time as we quickly got moving again with full genoa and decided to not fly a kite again until daybreak. For the remainder of the race, we ended up sailing a bit hotter wind angle getting our way back to the rumblines and didn't find the need for a kite given the continued blustery wind conditions. There were a few hours during the last afternoon before

finishing where we had the code zero up for a few hours, but quickly found the apparent wind moving far enough forward and gained enough speed that we became a bit overpowered and used the genoa for the last 12 hours or so seeing us finish a little after 3 in the morning, 2 days, 17 hours after the start. One last hiccup shortly after starting the engine, while furling sails after finishing, the engine overheat light came on necessitating an impeller change in the raw water pump.

After a quick nap and seeing other boats come in, we learned that most of our competition endured far more drama on board than we did, so we felt lucky to have gotten through the race with little trouble and I think going too fast to catch any fish. It's fairly well known that trolling for mahi-mahi is best done between 6-7 kts, not 8.5-10. I guess you have to pick between winning races or catching fish.

I honestly can't say I've ever raced on a cruising sailboat that accelerates as fast as these 445's do once you crack off just a little bit onto a reach. In fact, when cruising with my wife, I frequently find myself reefing things down earlier than other boats we've owned. Fast boat, indeed!





St Petersburg Yacht Club's Media Team



FAREWELL TO A NOBLE FRIEND

By Joe Rocchio • C470 Technical Editor

I feel this Tech Note should have a black border. I have never sat down to write with such a churn of emotions. The only comfort comes from assuring myself that I did my utmost to save my Noble Friend. My failure to do so was not for lack of care or effort – it was, as is usual with such catastrophes, due to a stack-up/confluence of several problematic issues. At least I am able to recover.

Oh, I guess I should mention that my Noble Friend is *Onward's* 4JH3-TE Yanmar diesel engine. I came back from Marco Island to Baltimore where *Onward* had spent a mild winter. A quick check to just turn over the engine with the starter, before installing the new exhaust elbow, led to the rude and heart rendering discovery that the engine had seized up over the winter and could not be recovered with reasonable effort.

I wrote about the catastrophic failure of the exhaust elbow at its connection to the turbocharger in a previous Tech Note (Winter 2021). I had removed the elbow (injuring my R rotator cuff in the process) to find it could not be repaired or quickly replaced. The elbow failure had caused exhaust gas to leak out at the joint at the turbocharger. With insufficient gas pressure to lift the raw water out of the muffler, some had run backward toward the engine and leaked out at the fracture. Because it was not possible to get the exhaust out of the boat without an elbow, I was forced to service the engine for the winter without the ability to run it at operating temperature afterwards as I always do. Apparently, in a way I have not been able to figure out, some small amount of sea water had found its way into the engine. In retrospect, had I not been in so much pain from my shoulder, I might have thought to just temporarily hook up an exhaust hose and run it out of a port so I could bake out the engine. A good lesson for all at the end of a season: make sure the engine is dry!

After putting all our plans for a summer cruise to New England on hold, it was time to get over it and get on with getting re-powered. With >11,000 hours on the engine, and diesel mechanics hard to get (at ~\$150/hour), it did not make economic sense to rebuild the engine which would have required it to be removed from the boat in order to do correctly.

A quick internet search gave me hope of a < \$10K direct replacement – all I had to do was get *Onward* to Indonesia. The reality is that in the US it is very

difficult to (legally) get a mechanically injected diesel for repowering after the transition to full “EPA Tier 3” compliance occurred over a year ago. This meant a new diesel would have to be an electronically controlled “common rail” design – at double the cost. Then, I found that the infamous “supply chain” had made new diesels as rare as an unpainted boat bottom that doesn't foul.

Go Electric?

Suddenly the question arose: was it time and was it possible to switch to electric power? I started doing my homework and found that this was not a crazy idea. I began working with Mike Gunning, one of the founders of the Electric Yacht company that has repowered >450 boats of all types and sizes with electric drive. The options included several that had equivalent power output to the 4JH3-TE (~51 KW continuous). They differed in voltage and number of drive motors. All options fit easily within the volume of the C470 engine compartment.

The key issue with an electric drive is making the tradeoffs between cruising speed, range, battery capacity, battery type, voltage, max current, volume, weight and cost. For the C470, a 48 V system would best enable use of the battery technology driven by the solar power industry. A 30-KW QT30LC motor would be able to drive the C470 at hull speed.

Another issue was the diesel generator. When I replaced *Onward's* Fischer Panda 8-KW generator, I chose a Northern Lights 6-KW unit because I never could use the full output of the FP. Calculations showed the 6-KW could drive the C470 hull at ~4.8 kts in “diesel-electric” mode. However, if I had planned on transitioning to electric drive, an 8-10 KW unit would have made it possible to move in at higher speeds.

The electric motors would couple directly to the existing propeller shaft with no modifications necessary. Also, the *Onward* fixed prop is great for use with electric drive as, under sail, it can drive the motors as generators and charge the batteries with ~0.25 kt speed penalty; estimated ~100W. Nice!

The deciding factor was the battery system: storage capacity, type, volume, safety, and cost, as they affected cruising range. First, I decided that if *Onward* were to go all electric, I would switch from the conventional lead acid batteries now installed to higher energy density

Lithium-ion batteries. My previous look at battery types (see Tech Note Winter 2020) led me to conclude that at this time lithium-iron-phosphate (LIP) chemistry offered the best option for energy density, safety, cost, and reliability. That said, lithium battery safety is very much controlled by the quality and reliability of the battery management system and charging circuits built into the units. There are lots of cheap ways of going – but safety becomes compromised.

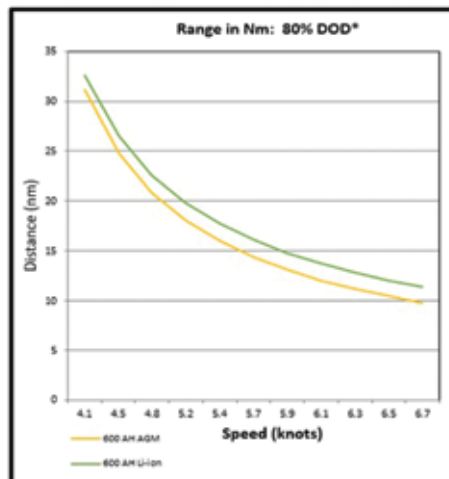
So, if *Onward* were to switch to electric drive, I would select one of the two most reliable and widely used LIP batteries for marine applications – with the cost premium that goes with them.

Next, it was a matter of looking at how much energy I needed/wanted to store. This is where cruising style becomes the deciding factor. If *Onward* were to continue her extended coastal cruising, even if now limited from Chesapeake to Maine, the stored energy requirement is substantial – think about having to move under power along the NJ coast under adverse conditions.

Alternatively, if *Onward* were to become a short-range cruiser with limited cruising range, like the Chesapeake or Penobscott Bays, the electric power storage requirement would be much less. The cost of this option would be about the same or slightly less costly than the new diesel option.

Figure 1 is a plot (courtesy of Electric Yacht) of calculated speed vs. range for a C470 with a 48-V QT30LC motor and 600 Ahr of battery storage. I think it clearly shows the electric option to be very attractive for the short range cruising mode especially when coupled with an on board generator of 6-KW or more.

To continue *Onward's* extended coastal cruising mode with a big safety margin, the stored energy requirement and cost rose to make the electric propulsion option much more expensive than repowering with diesel. (For 600 AH @ 48V; \$15K to \$30K battery cost; 1.8 to 3.6 times existing battery storage volume; 1 to 2 times existing battery weight). Also, there would be the challenge and cost of finding the volume to accommodate the additional batteries. At this point, I realized that there would also be a substantial impact on boat insurance as underwriters have become wary of extensive lithium battery banks – they are early on the learning curve. For example, my research found that Chubb had required: compliance to UL standards, installation by a certified electrician, a stable chemistry (LIP) and a stainless steel containment box



around the batteries that can be easily and quickly removed from the area to prevent vessel damage. Wow.

I came to the conclusion that at this time, given my desire to be able to continue extended cruising ranges, electric propulsion was not the way to go. BUT if I were to curtail my cruising style and insurance issues weren't prohibitive, I think I would go electric. Electric Yacht has converted several Catalina 42s to electric propulsion – so perhaps in a few years when battery technology has improved in capacity and safety and

the insurance underwriters are more experienced it will be time for C470s that want to cruise offshore and longer distances.

Now that I was focused on the diesel replacement option, I looked at both the Yanmar 4JH80 – the common-rail design similar to the 4JH3-TE and an equivalent from Beta. The limited analysis I did came down to a selection of the 4JH80 for several reasons: familiarity with Yanmar engine reliability, the very extensive dealer and mechanic network available, and a dimensional analysis that confirmed it came close to a “drop-in” replacement.

So, as I finish writing this article, there is supposedly a new 4JH80 wending its way through the supply chain toward *Onward*. There is also a plan to get it installed by the end of June. We shall see...

Note from Catalina Yachts:

Greatly written pro con decision matrix for analyzing the choice for electric propulsion. The team at the factory is constantly reviewing the state of the art for these types of systems and look forward to the day we can offer them as an option in our new boats.

Note from Gerry Douglas:

While Chief Engineer at Catalina I considered e-drive systems from many manufactures and came to the same conclusion as Mr. Rocchio. E-drive systems for day sailors and limited coastal cruising works well. For cruisers like Catalinas capable of greater distance cruising there are many technical and cost obstacles to overcome at this time.

Catalina 22

By Ted McGee

Regatta Vice Commodore
C22 National Sailing Association

Photographs courtesy of Cece Stoldt



**GOLD
FLEET
START**

2022 National Championship

Fort Walton Yacht Club

Fort Walton Yacht Club has hosted five Catalina 22 National Championships, the most recent being 2022. In 2001 Fleet 77 submitted a bid and the Catalina 22 National Regatta went to Fort Walton. It was a huge success with 39 boats competing. In 2009 the national regatta was scheduled for another venue but plans for that fell through and at the last-minute Fort Walton Yacht Club, again, raised their hand, providing another excellent regatta with 36 boats competing. Fort Walton Yacht Club proved so popular the regatta returned in 2013 (30 boats) and 2016 (31 boats), each time drawing boats from across the country.

Fort Walton Yacht Club opened their doors once again for the 2022 Catalina 22 National Championship. John Farris, Fleet Captain at Fort Walton Yacht Club, made sure everything was ready for our arrival. Despite high gas prices competitors arrived from Oklahoma, Washington, Texas, Louisiana, Colorado, Michigan, Arkansas, Tennessee, Georgia, Alabama, and Florida. Twenty-two competitors gathered to celebrate this anniversary of the Catalina 22 National Regatta.



The Catalina 22 sailing vessel was introduced by Catalina Yachts in 1969.

The boat was promoted as an affordable family boat that could be towed by many of the cars of the day. It was easy to tow, easy to rig, and easy to sail. It opened the door for many families to enjoy sailing. The Catalina 22 continues to be a popular boat for families. Over the years almost 16,000 Catalina 22 sailboats were manufactured and sold. Surprisingly, many of the original boats are still sailed and competed today.

The Catalina 22 National Sailing Association was formed in 1970. The Catalina 22 National Sailing Association organized sailing activities that promoted family sailing fun. In 1972 the first California State Championship Regatta was held in Mission Bay, California. Forty-five boats competed at that first regatta. It was such a success they decided to make it an annual event, turning it into a national regatta.

Beattie Purcell, legendary among Catalina 22 sailors, was instrumental in building the Catalina 22. Beattie moved his family to Florida in 1977, settling in Fort Walton Beach. Beattie was evaluating Fort Walton Beach for a possible Catalina 22 factory. Brent Purcell, one of Beattie's sons, tells of Beattie flying into Fort Walton Beach the first time. Beattie made up his mind while the plane was flying over the bay and the Gulf waters. Fort Walton Beach would work just fine.

Beattie was a Catalina 22 National Champion in 1979. Beattie brought many Catalina 22 sailors to Fort Walton Yacht Club and helped established Catalina 22 Fleet 77. In 1999 Fort Walton Yacht Club started hosting an annual cruise for Catalina 22 sailors. The cruise continues to attract sailors from as far away as Canada.

C22 NATIONAL CHAMPIONSHIP

(continued from previous page)

PRO Hal Smith led a team of volunteer race committee from Fort Walton Yacht Club. The Fort Walton Yacht Club race committee team was well trained and prepared. Their efforts provided excellent and uncompromised racing. Temperatures were in the upper 90s all week and the efficiency of the race committee in properly setting up the racecourse, responding to changing conditions, and getting competitors racing was appreciated by all.

Racing started on Monday, June 20 and concluded Thursday, June 23. Early leads were established in all three fleets. Keith Bennett, sail #221, won the race in Spinnaker Fleet. Mark Heinold, sail #7436, won all three of Monday's races in Silver Fleet. The National Champion is the winner of Gold Fleet and Keith Bennett, sail #221, took a commanding lead in the first two races on Monday with two bullets. The third race Monday was won by Gene Cochran, sail #38, leaving an open door to determine the National Champion.

Keith Bennett won the Spinnaker Fleet race again on Tuesday. With only two races left in Spinnaker Fleet racing Keith all but guaranteed the regatta win in the Spinnaker Fleet. Mark Heinold extended his lead in Silver Fleet with two more wins. The first race Tuesday saw Gene Cochran finishing first, then Chip Embrey, sail #241, taking the win in the second race.

Two Spinnaker Fleet races took place on Wednesday, with Keith Bennett wining the first race and Patrick Dorsch, sail #7707, wining the second race. Overall, Keith Bennett won the Spinnaker Fleet at the National Regatta. Mark Heinold won the only Silver Fleet race of the day and Keith Bennett won the only Gold Fleet race of the day.

There was one race in Silver and Gold Fleets left to run on Thursday, June 23, the last day of the regatta. Mark Heinold won the 7th and last race in Silver Fleet, becoming the Silver Fleet Champion. David Hayslip, sail #197, won the last race in Gold Fleet, but it wasn't enough to overcome the commanding lead Keith Bennett had built up throughout the regatta. Keith Bennett became the National Champion of the Catalina 22 National Sailing Association for 2022.





C22 NATIONAL CHAMPIONSHIP

(continued from previous page)

During the awards ceremony Catalina 22 Commodore Duncan McBride presented racing trophies for the top three finishers in each fleet. Awards were also given to Don Woodhouse for traveling the Longest Distance, Stephanie Victa was the Newest Racer, Tom Winans for the Sandy Kennedy Spirit Award, Stuart Weist for the Leadership award, Michelle Weist for the Best MainBrace Article, Jim Slosson for Best Video, Mike McCaffrey for Best Photograph, Mark Goodwin for Region Commodore of the Year, Katie McBride for Sportsmanship, and Liz and Eric McCafferty for cruising

family of the year. Grace Purcell won the Youth Sailing Award and Katie McBride won the Betty Gay Clemens Award for the highest women's placing skipper.

The Catalina 22 sailors are always treated well at Fort Walton Yacht Club and this year was no exception. It is a venue we always look forward to visiting. Phenomenal sailing, warm friendly people, and fine weather make for an always rewarding experience. Echoing Beattie Purcell's sentiments, Fort Walton Yacht Club works just fine.

PLACE	FIRST NAME	LAST NAME	SAIL #	BOAT NAME	R1	R2	R3	R4	R5	R6	R7	TOTAL
GOLD FLEET												
1	Keith	Bennett	221	Screamin'	1	1	2	2	3	1	2	12
2	Gene	Cochran	38	Game On	5	3	1	1	4	2	3	19
3	David	Hayslip	197	Enterprise	3	2	6	5	2	3	1	22
4	Chip	Embrey	241	Chickn Ship	2	4	4	3	1	4	6	24
5	Bo	Scott	45	Halligan	7	8	12	4	5	5	5	46
6	Mickey	Richardson	8	Mischief	8	5	3	7	12	8	9	52
7	Patrick	Dorsch	7707	Wharf Rat	13	6	11	6	6	7	10	59
8	Rich	Gailey	216	Wicklow Way	6	7	8	10	10	6	12	59
9	Sam	Beckman	73	Danger Zone	15	13	5	9	9	12	4	67
10	Yanic	Harel	269	Sea Wolf	4	10	11	17	14	9	7	72
11	Brent	Purcell	992	Fandango	9	10	9	14	7	13	11	73
12	Don	Woodhouse	204	Gray Pride	12	12	7	12	8	10	16	77
13	Chuck	Atkinson	1242		10	9	13	8	13	11	13	77
14	Duncan	McBride	178	Hoss It Up	14	14	15	11	11	14	15	94
15	Mike	Parrow	12947	Reverie-Lite	16	15	14	13	15	17	14	104
16	James	Hodson	2612	Small Fry	11	16	16	15	17	15	17	107
17	George	Yerger	9162	Sirocco	18	18	18	16	16	16	8	110
SILVER FLEET												
1	Mark	Heinold	7436	Between D Blue	1	1	1	1	1	1	1	7
2	Robert	Edmond	242	Southern Charm	2	2	2	3	2	2	3	16
3	Katie	McBride	160	Bushwacker	3	3	3	2	3	4	2	20
4	Anthony	Woodall	86	Wahoo	5	5	4	4	4	3	5	30
SPINNAKER FLEET												
1	Keith	Bennett	221	Screamin'	1	1	1	2	5			
2	Patrick	Dorsch	7707	Wharf Rat	3	5	3	1	12			
3	Bo	Scott	45	Halligan	2	2	2	8	14			
4	Don	Woodhouse	204	Gray Pride	5	3	5	3	16			
5	Gene	Cochran	38	Game On	4	4	4	8	20			
6	Chuck	Atkinson	1242		6	6	6	4	22			
7	George	Yerger	9162	Sirocco	7	7	8	8	30			

WHEN YOU FIND YOURSELF IN THE MIDDLE OF THIS...

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Catalina 380/387/390 International Association

Adding a Pop-up Sink Drain to the C387 Head Sink

Thanks to Ed Reimbold for submitting this article. **—Tom Brantigan**



Original sink drain

I noticed that the fitting at the bottom of the sink in the head on my boat was blistering and was considering replacing it with the same type of fitting but then I thought why not replace it with a pop-up sink drain similar to what I have at home.

MATERIAL LIST:

- One - Sink drain with pop-up stopper
- One - PVC bushing 1 1/4" Socket by 3/4" female pipe thread
- One - PVC adapter 1 1/4" slip to 1 1/4" male pipe thread
- One - Slip Joint Nut 1 1/4"
- Rotary rasp
- PVC cleaner and cement

I found a solid brass chrome plated pop-up drain on line at a very reasonable price. The rest of what I needed was available at the local hardware store.

The most difficult part of this operation was the removal of the original sink drain fitting as Catalina installed it using 3M 5200.

After removing the hose and the hose barb I used a heat gun and pliers to remove the original sink drain.

The hole in the bottom of the sink was about 1/8 of an inch too small so I used the washer that came with the pop-up drain to draw a mark where the material needed to be removed in order for the new drain to be inserted. I used a rotary rasp on an electric drill to remove this excess material.

After the preparation was completed I cleaned the area with acetone and



Enlarging sink drain hole

added a bead of plumbers putty to the bottom of the new drain assembly and installed the assembly.

The new pop-up drain not only makes the sink more functional but aesthetically more pleasing. **—Ed Reimbold, Sea Witch C387 #126, Lake Lanier, Georgia, chromeed@aol.com**



Items needed for install



C380/390 Association Technical Editor Jim Turner



C387 Association Technical Editor Tom Brantigan



C385 Association Technical Editor Chuck Couture



New sink drain connections



New sink drain install

The most difficult part of this operation was the removal of the original sink drain fitting as Catalina installed it using 3M 5200. The new pop-up drain makes the sink more functional and aesthetically more pleasing.

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Catalina 350 International Association

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C350 Association
Technical Editor
Scott Monroe

Small projects often take unusual paths, this one not only corrected previous work but showed me a great way to get conductors from above deck then aft.

There are a lot of great little projects out there. Please share and keep those submissions coming. Your projects and experiences are a benefit to all in the C350 family. **—Scott Monroe, Southern Yankee #409, scott_monroe@verizon.net**

Simple fix and making holes in a cored deck....

One of the pure luxuries I added to the options list when I purchased the Southern Yankee, our 2006 Catalina 350, was an electric winch for the main halyard. While I initially scoffed at the idea, as I can easily man a winch handle, I had no idea how useful it would become, as I am the only one foolish enough to go up the mast and my wife is the one who must man the winch. Anyway, this article is not about the benefits of an electric winch but more of the upkeep of our wonderful boats and how to properly deal with cored decks and wires that must pass through them.

The electric winch is installed with a pair of rubberized push button switches

next to its mount, which control the speed of the winch. Over the years of Texas sun and Rhode Island salt the rubber switch covers had started to crack. Being concerned about water intrusion and ultimate failure of the switch, I decided to replace the rubber switch covers (Image 1). As with all our projects, it should be simple. I was able to purchase a pair of replacement rubber covers for ~\$12/ea (HCP 2029). To remove the old covers I needed to remove the black plastic switch guard plates that hold down the covers, which appeared to be held in place with 4 small screws. Screws removed, but no budge on the plastic guards. Ah, the joys of 3M 5200. Using a 1/2" chisel, I gently tapped around the bottom edge of the switch guards and the

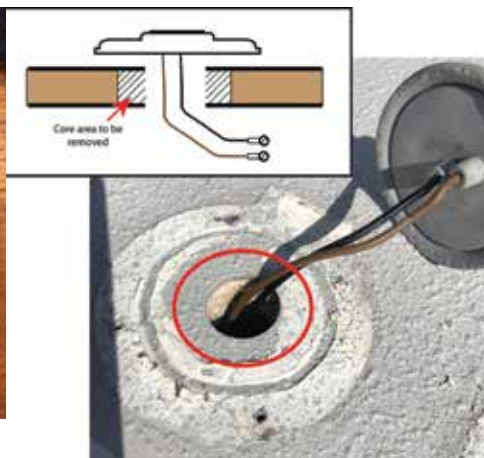
deck, being careful to not go too deep knowing there will be wires that don't need to be inadvertently cut. After some work I was able to remove the guards that held the rubber switch covers in place and the switch came up freely, wires still intact. That was a relief, the next part wasn't as much.

Peering into the 1 in. deck penetration where the switch conductors were coming out of, I could clearly see balsa core (Image 2). Fortunately, the technician had done a thorough job with the 3M 5200 to prevent any water intrusion around the switch, but this situation couldn't persist, and so the focus of this article.

Balsa core is a lightweight natural material that provides the stiffness between two thin layers of fiberglass which is used throughout our boats. Whenever you have a penetration through the layers of fiberglass, as in the wires for my deck switches or solar panel conductors, simply drilling holes through the deck will compromise both the strength of the area and an area of possible water penetration. If water does get into the core, it can/will cause rot and then even more weakness. A much bigger problem to fix!

To do this job I would need to remove the balsa core in from the edge of the hole (see red circle in image 2 and side profile in schematic insert in Image 2) and replace with epoxy resin to waterproof and reinforce. This procedure would also necessitate removing the switches and rewiring, so access to the underside of the deck is necessary. Fortunately, Catalina had already cut an access port in the gallery area of cabin headliner (see green box in Image 4).

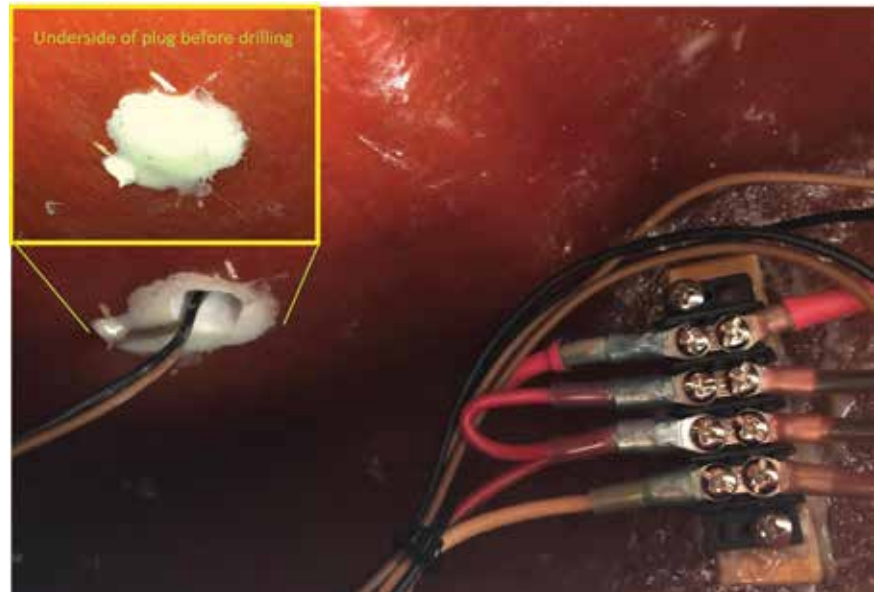
Just for reference, if this were a to be a new hole, as in for solar panel wires, you would want to:



- Drill a pilot hole (1/8" bit) all the way through at the desired location.
- Then drill a larger hole (3/4 - 1" diameter with hole saw) through the outer fiberglass skin, through the core but stop before you penetrate the inner fiber glass skin.
- Remove the outer fiberglass disk and the core material down to the inner fiberglass skin. This is a little challenging but with 1/4" chisel, isn't too difficult.

Since I had an existing hole, I picked up the process at this point.

- Next, I needed to hog out the core material on the outer edge of the hole about 1/2 - 3/4" in (area depicted by red circle and insert diagram in Image 2), this is between the inner and outer fiberglass skins. There are several ways to do this. One simple and inexpensive technique is to use an allen wrench secured in the chuck of a power drill. With the allen wrench spinning around, insert into the hole and hog out the core. The amount dug out is only as much as the length of the short end of the allen wrench, about .75 inch. Another tool that works well is a rabbeting router bit fixed to the drill. I ended up using the latter. With either technique it is important to get all the core material out and left with bar fiberglass.
- I then sanded the inner parts of the fiberglass skins so that no core is seen attached to the fiberglass as this is where the epoxy will bind.
- Since my hole went all the way through, I needed to seal the bottom side of the hole with tape. (Note that if this had been a new hole the bottom layer of fiberglass skin not removed would still be intact). I then used West System 105 Epoxy resin, 205 Fast Hardener and 404 High Density Adhesive Filler. It was important to have some thickness to the epoxy as it needs to attach on both bottom and top of the fiberglass. Once cured you now have a solid piece of epoxy resin sandwiched and bonded between the top deck and bottom fiberglass skin. Image 3 insert shows the solid epoxy plug before I drilled it.



Balsa core is a lightweight natural material that provides the stiffness between two thin layers of fiberglass which is used throughout our boats.



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(continued from previous page)

- I then drilled a ¼" hole is drilled through the solid epoxy plug. Image 3 shows the solid plug in the insert panel as well as the finished hole and conductors from the reinstalled switch.
- All the conductors for the winch switches had been run to a control box mounted in the forward side of the starboard side locker. For serviceability, I elected to run the switch conductors to a terminal strip which was screwed to a screw block epoxied to the fiber glass near the hole (as shown in image 3). The strip was then reconnected to the control box in the starboard locker.
- Getting the conductors to the starboard locker is tight but it is a useful path to get access into the aft space that easily leads to the distribution panel or batteries. Green arrows in Image 4 show the path used.
- Final image shows the reinstalled electric winch switches with new rubber switch covers. As a side note the two conductors in the cable clam lock next to the switches are solar panel leads following the same cabling path aft and to the distribution panel. The two inserts show a view of the galley where the access port is (green box) and lastly a view from with the headliner and the cabling path aft. Green arrows indicate the path of cabling.

The project cost about \$120 for the parts and epoxy and took several hours over a three-day period. Now I have a thoroughly sealed deck and nice new electric winch buttons.

—**Scott Monroe**, Narragansett Bay, Rhode Island

Note from Catalina Yachts:

Interestingly enough an electric halyard winch is still one of the most popular options we install on new boats here at the factory. The installation of the switches is very similar to that in the article. Sealing the core is a must and I also like the terminal strip for serviceability. Maybe just add a few labels on the wires and it is an excellent installation and improvement.

Note from Gerry Douglas:

It is very important to replace any cracked or compromised switch covers. Should water be allowed to enter the switch it will complete the circuit and turn the switch on. There have been reported instances of water entering a switch on unattended boats with the mainsheet on the winch and the boom crushing the dodger. Never leave the winch breakers on when the boat is unattended.

Furling Issues, the Propane System and Fire Extinguishers

First of all, I want to clarify a couple of things from last month's article. As I was talking about blisters, I was talking boats in general not just Catalina's. By and large issues I have had with Catalina's have generally been less than most, both in severity as well as quantity. In addition, most blisters I have dealt with have been in the upper 30" just below the water line. This has been a trend that I have noticed but not sure I can quantify the reason why and could only speculate. Also, JH mentioned the fact that since around the 2000 they have used vinyl ester resin shin coats, making blisters rare from that time. I would also agree with this as I do not recall a post 2000 Catalina that I have had issues with blisters. I would add that the final finish also looks better, has and retains a higher gloss as well.

—Ken Cox, C28 Association Technical Editor

Have you had any furling issues?

When I prepared my boat for summer my Furler was hesitant to even work so I decided a good inspection tune up and possible replacement may be in order the way it felt but this is what I found that added to the reluctance of operation. As I rotated the foil it felt almost like the bearings had come to the end of their life, until I say the dropping dirt inside the drum. Mud daubers had been hard at it making the drum almost non rotational. I went to work with pressure washer (on low pressure) towards and into every nook and cranny of the drum, it was amazing how much gunk was under, over and in the small areas of gaps in the drum area. Truly a river of mud. I cleaned it until I only got clear water, what a difference. I then went over the head and did the same thing for a small improvement as well. When lifting the headsail, I sprayed with a dry lubricant to aid the process. From there I ran the spooling line and all pulleys back to the cockpit, checking for both fair runs and freewheeling pulleys cleaning and working on them until achieved. Be vary hesitant to use a winch handle to take it in as this can cause unseen and disaster waiting to happed with hidden damage. Always check for halyard

warp as this can cause a rig to come down. If need be unload the headsail to aid in it's take up. Any hesitant or dramatically harder to use piece of equipment is calling out for some love, heed the warnings in all things.

Now is also a good time to do some cooling system maintenance. What temperature has it been running at? If it has been running cool, maybe your starting to get a thermostat that no longer fully closes, how does the coolant mixture look, clean, bright color? If all looks well, then maybe just some anti rust and water pump lube to rejuvenate the chemicals. Do you remember the last time you cleaned and flushed the cooling system? If not maybe a good time to do it to remove acids, contaminants, electrolysis

and it's effects and replenish it to it's proper PH. Diesel are a bit sensitive to having to coolant mixtures and proper chemical. When anti-freeze becomes old it loses it anti-rust properties, lubricating ability for the water pump and the ph becomes out of balance and can cause it to aeriated next to the cylinder's or liner causing hot spots that in time can stick rings, score cylinders etc. A little pm here can solve some big headaches and bills in the future. If you really want to be through, heel the boat over so you can at lease see the output of the exhaust and have a feel for how much it normally flows as well as listen for a change in the ka-woosh sound, this should be one of those sounds that you just get a feel for, just like idle speed and others. It's good to become accustomed to the sounds of your boat.

Another area that you can't be too familiar with, the electrical system here are a few good checks and test to keep it in good operation. If you don't remember the last time you cleaned your battery cables you probably should. While your there look at the cable it's self where it goes into the end. Any swelling, discoloration are sure signs bad days are ahead so deal with it sooner rather than later and if you need to change any out going up in thickness and size is a good investment. Don't overlook the down leg side as

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(continued from previous page)

well, clean, inspect for discolored or swollen wire. Next, maybe a good load check on each battery, segregate them to get a true test. If all is well here your on a good roll, next start the engine and take the voltage at each battery one at a time, it should be around 14.2V, but also look for any differential between the two as this is a clue of corrosion on the low voltage side. It's a good idea to see how much drop to the Perko switch and buss bar, less it better. A couple of good starter tests will round out the major electrical components, your can do either a amp draw test of the starter or a voltage drop test. Starter draw will give a good indication of what the starter is consuming which will creep up over time as the starter wears. on these small engines new they should

draw under 125A, if you check it on a regular basis you can get a sense of how it is wearing and any large increase is a cause for alarm and needs further investigation.

We rarely if ever talk about the propane system.

All propane leaks can find their way into the bilge with disastrous results. If you have never tested it, here are some quick and easy ways to do so. It helps to start with a full propane tank

but not absolutely necessary. Open the valve at the tank, then try to light a fire, it should not, if it does you have a bad electrical solenoid and or switch. Next, open the valve at the tank, turn on the solenoid and light the stove, it should light, now turn off the solenoid, the flame should go out pretty quickly, if not, again, you have a solenoid or switch issue. Finally, turn the tank on and write down the pressure on the gauge, turn the solenoid off turn the valve at the tank off. Let it set for about

All propane leaks can find their way into the bilge with disastrous results. If you have never tested it, here are some quick and easy ways to do so. It helps to start with a full propane tank but not absolutely necessary.



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an hour, re-read the pressure at the gauge, any drop means a gas leak in the connections from the tank to the solenoid. You can put a soap solution over all of the connections to find any possible leak. One more test, open the valve at the tank as well as the solenoid, light the burners, one by one turn them off and note the pressure on the gauge at the tank, let set for an hour, longer if you can. You may get a very small leak here but it should not be much if any. If you get a leak at this end you can find it by again using soapy water at the hard pipe behind the stove, the connection to the rubber hose and connection at the stove. These are the most common places but you can have a hard line that has been damaged, pinched in some way, if this is you test the length of the

hard pipe. You will be glad and have huge peace of mind knowing you have done this. The live you save may be some one you love!

The USCG has just changed regulations regarding fire extinguishers.

New requirements went into effect, 4-20-22. Fire extinguishers must be replaced after 12 years. The basic information is for our boats, two 5B, Two 10B or one 20B if there is no automatic suppression system. If there is then one 5b or one 10B extinguisher. BI or BII will no longer meet the requirement. There are to me ambiguities but a good reference is Boat US Foundation web site. While adequate number is important,

know that good placement is equally important. We have engine access on both sides for engine suppression, my recommendation if one at or near the aft berth should you be trapped there, one at, in or near the Vee Berth and you can always escape up and out. The Vee berth is pretty explanatory but in my mind the one towards the rear should be accessible from the aft berth, as well as near the galley, which makes is also accessible for the engine. Now is the time to think about how it would look for you and your family and now is the time to have a plan. A fire doubles in size about very 60 seconds, think fast, what's your plan?

Fix it fast, sail it faster, **-Ken Cox,**
Acadia #317



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Catalina 34/355 International Association

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34/355IA Membership dropped slightly to 452 from last quarter's 475, and includes 31 C355s.

Jack Hutteball has served as Associate Editor for the Catalina 34/355 International Association since 2009. In his reminder for *Mainsheet* articles to us back in June, he wrote: "As a sad note, it is time to put *Mariah III* up for sale. It has been a great 21 year run, but now it is time for some new owner to enjoy what we have had cruising the Islands of the Pacific Northwest. It is also time to find a new C34 associate editor for the quarterly *Mainsheet* articles. It only requires a few hours a quarter and provides a great opportunity be a contributing part of the great C34 family." (Please let me know if you're interested at mraqua@aol.com.) It has been a pleasure to work with Jack for all these years. He has done a wonderful job in taking the input from so many of you in your *Tech Notes* and my Secretary Reports and forwarding them on in

the proper format to the publisher of *Mainsheet*. He's also been a great source of information for me as a new sailor in these beautiful cruising grounds. We'd planned to get together recently but then Covid hit. We all thank him for his steady and long lasting work and wish Jack all the best in this next phase of living in paradise.

I reported a few issues back that I had received a holiday gift of a WORX HydrosHOT WG620 Portable Pressure Washer and was finally looking forward to cleaning the boat this spring. Well, spring hasn't cooperated too much this year. One day in June saw the coldest day and the most rainfall recorded in over 100 years here on southern Vancouver Island. On two sunny days before that atmospheric river hit, I got to connect the unit up and give it a go. Last year I spent two days on hands & knees cleaning the inside of the gunwhales. My knees are still not happy with me! What a difference this unit makes. It puts out 320 psi when a hose is attached, so it doesn't damage any wood or sealant, and has five different spray patterns. I was able to stand back and spray the green grunge off the deck, cockpit sole and seats, coaming tops, jib fairlead tracks, under the rubrail and those pesky gunwhales. It took a while to

learn which nozzle worked best at what distance and spray width, and once I figured that out for the different surfaces the work went smoothly. I still have to go back over the deck for a final run with a bucket, boat soap and a brush, but this little puppy is a real game changer for me. After the first day I realized that having a second battery would allow me to continue to work without waiting an hour for a recharge. The Canadian Tire website said they had three of them in stock. When I went to buy one the locked case with the different portable unit batteries was empty of the specific battery I needed. But when I looked down in my disappointment I saw two of them sitting on the floor! I grabbed one and confirmed that having a battery backup really works. A fully charged battery lasts about 45 minutes, so between spraying and moving around it gives the second battery that hour it needs to get fully recharged, so I can work pretty much continuously. Now all we need is a dose of spring and summer weather.

Trust you're enjoying a fun-filled 2022. And, as always, many thanks from all of us to all of you for supporting the C34IA. —**Stu Jackson**, #224 *Aquavite*

MAINSHEET

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Catalina 310/315 International Association

What's In a Name?



C310/315
Association Editor
Gary Hattan

As I motor from my slip on the Black River, I pass under the drawbridge, past the restaurants and the gleeful tourists crowding the terraces lining the waterway that bisects the picturesque city of South Haven, Michigan. I am always

fascinated by the variety of boats along the way as they rest snuggled along the piers lining the river on the way to the deep blue waters of Lake Michigan... from 12 foot inflatable dinghies to the massive power boats that spend the weekend here before heading back to their homes in Chicago. Perhaps of greater interest are the different names adorning the boats. Reading them aloud always seems to amuse. Invariably, I find myself laughing at the same name upon each passing.

It is clear that almost all of the owners are making a statement that

reflects their personality, lifestyle, occupation or a vain attempt to be humorous. Many unashamedly make use of double entendres or a play on words to cleverly tie an idea to the lake, river or sea. "Reel Nauti" and "Liquid Asset" make a cute statement. You have to wonder if your boat is too big if you named it "Pier Pressure". One couple named their boat, "Sleeping With the Enemy". I'm not sure what that says about them. One of the most unique is my friend Steve who painted "Wind-Up Toy" on both sides of his hull with a giant key on



the bow, the kind of key that some will remember were once ubiquitous and now found only in antique malls. Steve sails every week. On the other hand, I am not surprised that “Seasick” and “Nausea” are always tied to the dock. Some like to exhibit a fondness for foreign languages. What is the point of toiling through years of high school French or Latin if not to name your sloop “C’est la Vie” or “Carpe Diem”? Perhaps my all-time favorite is “Anchor Management” on the side of a large power boat. I had seen it on the river in the past and often speculated about the origin of the name. Recently, I met the original owner of “Anchor Management” and the one responsible for the naming it. I was not surprised when she told me she was a psychologist.

The first sailboat that I owned large enough earn a moniker was a 30

foot O’Day named “Revanna”. I liked the sound of “Revanna” and the way it flowed off my tongue. I imagined the previous owner named it after a mountainous city in Italy or maybe it was an obscure Spanish word for something sleek and sexy. Content to dream about the origins, I kept the name for several years. One day, my curiosity bested me. I called the marina in Wisconsin where I bought “Revanna” and got the former owner’s phone number. He chuckled when he admitted that “Revanna” was the name of his dog! A dog! Really! I had to make a change. After many weeks of deliberation, my fiancée’s daughter, Sarah, suggested a name that she and Rebecca insisted was more appropriate to its new owner. “Revanna” proudly became “Breaking Wind”.

When we were ready to move up to the sailboat of our dreams, the Catalina

C310, the name on it was “Mischief”. Three years later it remains “Mischief” and not because it is appropriate. At 70 years old, the only thing in my lifestyle approaching mischief is the staying out until just past dusk with my golf buddies at the American Legion Hall. So why haven’t I changed it? Maybe I’m lazy. No, I prefer the term “inertia”. The fact is I am completely out of ideas. All of the names that come up on Google searches seem tired and just as inappropriate as “Mischief”. So it stays. At least for now. Then again, maybe I’ll get a dog and name it after her!

“Always remember, you are absolutely unique...just like everybody else.” –**Gary Hattan**, gfhattan@gmail.com, *Mischief*, C310 #191



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Catalina 30/309 International Association **New Refreshed Website Launch**



C30/309
Association Editor
Michael Dupin

The Officers of your International Catalina30/309 Association (IC30A) are happy to announce the launch of the newly refreshed IC30A website (www.catalina30.com). I would like to thank Al Agunda and Diana Munger for their WORDPRESS conversion efforts. And Diana Munger again for taking over the membership services tasks.

- The site has a new updated look that is easier to use on your mobile devices.
- All the information and references that you previously knew are still

there but even more accessible via the website search feature.

- catalina30@groups.io Community Forum/WIKI
- IC30ASSN@gmail.com Primary association contact and Tech Lib updates
- <https://catalina30.com/about-ic30a/catalina-30-association-officers/> other contacts
- IC30A, PO BOX 611, Mayo, MD 21106. New association address

New membership/data services with online application forms and renewals including payment via PayPal.

- IC30Amembership@gmail.com inquiries, changes etc
- <https://catalina30.com/membership/membership-form/> application form and renewals

Please take a few minutes to check out the site and let us know what you think and how we can better help all C30/309 owners. (click tab "CONTACT US")

Also, don't forget to submit your full destination and owner modification articles for the Mainsheet magazine via Mainsheet Editor: Michael Dupin, dupin.catalina30@yahoo.com

Look for the Notice of Race for the 2022 NCR in Chicago, IL this August.

Wishing you great boating and sailing experiences! –*Officers of the International Catalina 30/309 Association*

Catalina 25/250 & Capri 25 International Association **Commodore's Message**



C25/250 &
Capri 25
Commodore
Russ Johnson

Thank you to the volunteers who make the Catalina 25/250 and Capri-25 Association possible.

We also have several open positions and we are always looking for help.

–**Russ Johnson**, commodore@catalina-capri-25s.org

Commodore: Russ Johnson, Davis CA

Vice Commodore: Sam Bruce, Gilbert SC

Secretary: Seth Martin, Roanoke VA

Treasurer: (open) Russ Johnson (acting)

Chief Measurer: (open)

Capri-25 Measurer: (open)

Mainsheet Editor: Brian Gleissner, Woodbury CT

Mainsheet Catalina-25 Tech Editor: Seth Martin, Roanoke VA

Mainsheet Catalina-250 Tech Editor: Russ Johnson, Davis CA

Mainsheet Capri-25 Tech Editor: (open)

Web Master: (open) Russ Johnson (acting)

Catalina 22 National Association

National Championship Regatta



C22
Association Editor
Rich Fox

The Catalina 22 National Championship Regatta was held the week of June 18 to 24 in Fort Walton Beach, Florida. Results of all races are available at www.catalina22.org. Thank you to Ted McGee and the entire team and staff at the Fort Walton Beach Yacht club for their generous hospitality. And thank you to Hal Smith and everybody who worked on

the Race Committee for a week of great racing.

At this year's annual meeting, held during the Nationals, the following members were recognized:



- Stuart Weist, Leadership Award
- Michelle Weist, Best MainBrace Article
- Jim Slosson, Best Video
- Liz and Eric McCafferty, Cruising/Sailing Family of the Year
- Tom Winans – Sandy Kennedy Spirit Award
- Mike McCaffrey, Best Photograph
- Mark Goodwin, Regional Commodore of the Year

Next year the Nationals will be held on DeGray Lake, Arkansas and hosted by Catalina 22 Fleet 145 and the Iron Mountain Yacht Club. Ron Nash is the Vice Commodore who will organize the event along with a wonderful team of volunteers. The event will take place the week of May 20 to 25 (this is a correction of what was previously communicated).

The Catalina 22 National Sailing Association is excited to welcome Catalina 22 Region 8 Commodore Mark Goodwin as the Association's Board as Rear Commodore. In this position, Mark will serve as a liaison to the fleets and regions to promote Catalina 22 racing and regattas and


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CATALINA 22 NATIONAL ASSOCIATION

(continued from previous page)

help them get the support they may need. Mark has done an outstanding job in promoting and building up Catalina 22 racing in Texas, Oklahoma, Arkansas, and Louisiana.

For Catalina 22 sailors who enjoy cruising, the Catalina 22 Apostle Islands Cruise sets sail in a few weeks (August 22 to 27) on Lake Superior and will be led by C22NSA National Cruising Captain Stuart Weist. Also, Liz McCaffery has announced the “Destination 22: Charleston, South Carolina cruise will take place the week of October 16 to 22. Thank you, Liz and Stuart, for your leadership and organizing what will be two fun cruises!

Taking a trip back in time, it was 50 years ago this month (August 1972) that the Catalina 22 National Sailing Association was officially established by a fun group of Catalina 22 sailors who participated in the California State Championship Regatta near Channel Island Harbor, California. The following officers were elected:

- Commodore – Carl Drow
- Vice Commodore – Dick Comstock
- Rear Commodore – Bob Peterson
- Acting Secretary/Treasurer – Russ Robertson
- Acting Secretary/Treasurer (unconfirmed) – Art Sherrock

After Carl was elected as Commodore, he was carted away by follow fleet members and tossed off the dock into the cool Channel Island Harbor. He surfaced like a seal for all of three seconds and scrambled out of the water as fast as he could.

During the year prior to the formal establishment of the Association, the following Catalina 22 owners

based out of Channel Island Harbor, California all contributed to set-up the Association:

- Commodore and Founder of C22NSA – Tom Winans
- Secretary/Treasurer – Marj Berg
- Race Committee Chair – Jim Linville
- Trophy Committee Chair – Ed O’Hearn
- Publicity Officer – Dick Winans

On June 4, Mike Bracket (Captain, Fleet 130) and I hosted a Catalina 22 Rigging seminar at the North Star Sail Club on the Clinton River / Lake St. Clair. We had a nice turnout with lots of excellent questions asked throughout the three-hour long discussion.

If you visit our website at www.catalina22.org, you will notice a change as we have recently upgraded the site and made some changes to the layout for easier navigation.

Check out other Catalina 22 news and events at www.catalina22.org and get involved!

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Catalina 22 Rigging seminar, picture by Lynn Cavanaugh.

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