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Volume 35 • Number 1

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

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

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PUBLISHER / EDITOR MESSAGE

Sailing, The Bonds That Tie

This issue has several articles that capture the true scope of sailing and what it brings to the heart and soul of the sport. Sailing should always be fun, but it often goes much deeper. In many instances, sailing is a way of life. A skill and love that is often passed down generation to generation.

Paul Slotegraaf's "Pass It On" is a good example of how Paul's love of sailing is going on to the third generation. His summers are now spent with his grandchildren sailing the North Channel, a body of water separated from the north shore of Lake Huron by a chain of islands stretching from Saint Mary's River to Killarney, Ontario.

Then there is the story of Nancy Kaul and Dr. Paul Jacobs about how sailing brought them together. Both retired, just loving to be on the water, their article, "Sailing Southern New England," tells it all.

Another article of interest by Alan and Eileen Clark elaborates on their travels from Catawba Island, Ohio, through the Detroit River, Lake St. Clair, and St. Clair River to a final destination of Sarnia, Ontario, Canada.

No matter what your interest, goals, or abilities, sailing can be a lifetime of pleasure. It doesn't matter what size boat you have, a small one-person dinghy or a 47-footer crewed by six or eight, sailing is sailing. You may be a diehard racer, an inshore cruiser, an offshore adventurer, or perhaps now and then you just like to have cocktails with friends and watch the sun go down.

The point is, all of us use our boats to discover new sights, have new experiences, conquer new challenges, and just enjoy life. Oh yes, and if you wear your favorite sailing shirt to the grocery store or movie theater, you are almost guaranteed to have a complete stranger come up and say something like, "I have a sailboat too," or "I sailed with a friend once."

Almost everyone has had some contact and memories relating to sailing. You will meet innumerable sailors along the way, some of whom will become friendships that last for a lifetime. Sailing, the ties that bind.

—Jim Holder

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ABOUT OUR COVER:

Photo by Ben Hamilton (Pioneer Studios June 2016) taken at John Hopkins Inlet Glacier Bay Park and Preserve of Bob, Catalina 50, owned by Blain Anderson, Sitka, Alaska.

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Contact your association directly to join an association or to renew your membership. If you are paying by check, make it payable to your Association.

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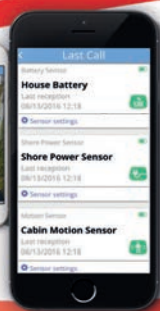
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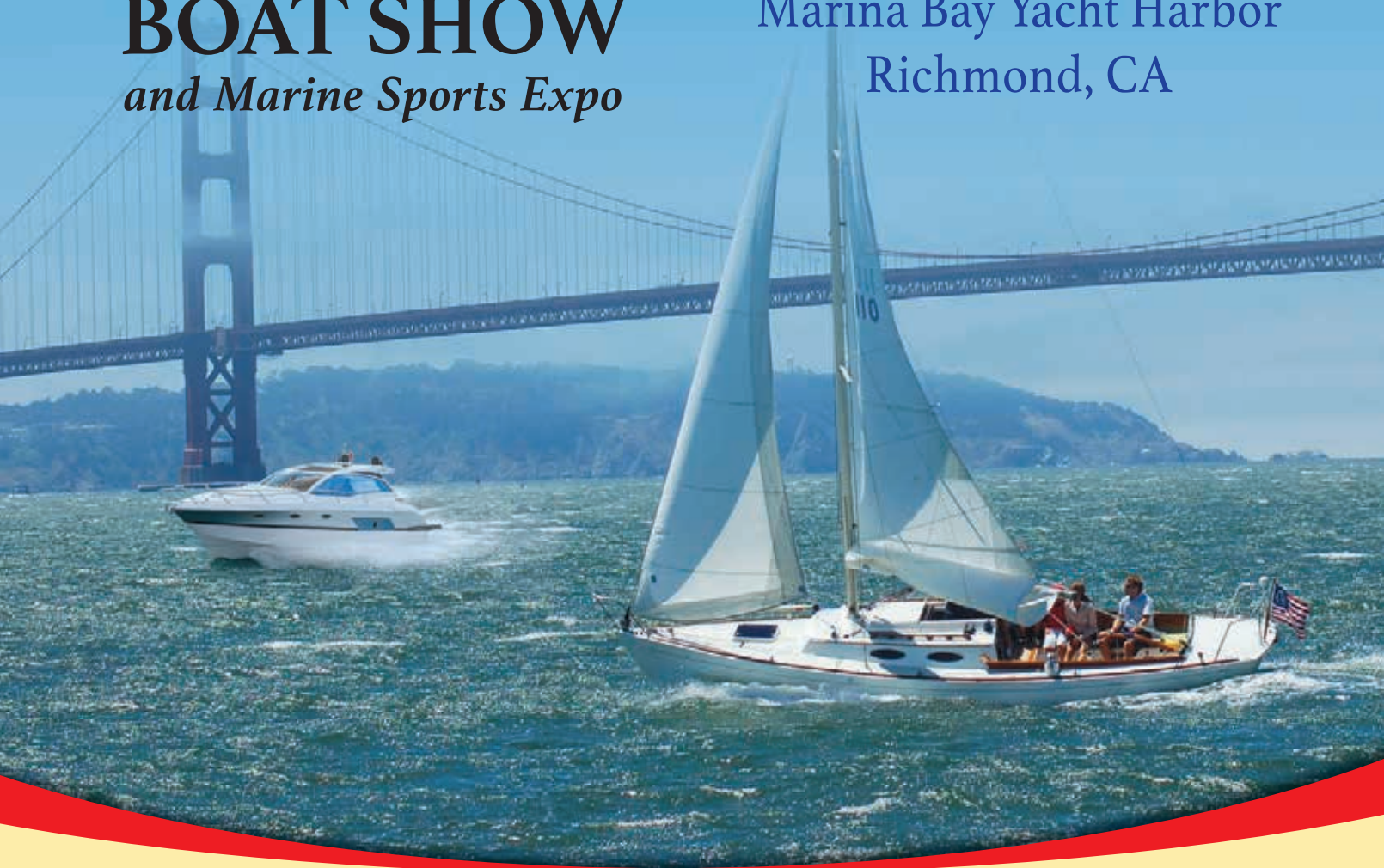


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GLACIER BAY

A SAILOR'S CAPSTONE

BY BLAIN ANDERSON • C50, BOB • HULL # 18

The best trips always begin in the rain. No getting around it.

Day two into Glacier Bay, and the sky is finally resembling sky instead of a dirty pothole on Main Street. The rivers have flushed from the three-day downpour, and the water is an artist's burnt umber from tannins from decomposing wood and glacial silt. The salmon are finding it easy driving up these expanded off-ramps, and form-lines of spruce needles and alder cones sketch out the tidal currents in Geikie Inlet

Below deck the aroma of coffee is mingling with toast and sausage. The three early birds in the cockpit alternatively stare at their mugs or off into the distance. It would seem wearisome to look another in the eye before the caffeine kicks in.

The point ahead wraps to starboard then astern, and a few frosted wave tops surround us. The captain begins to unwrap the starboard jib sheet from the winch.

"How about a little lazy sailing?" he asks, generally directed at the winch, breaking the reverie of the mug contemplators.

A startled "Sure" is offered and we find a place to stash mugs. "You'll want a pair of gloves".

The jib is coaxed out of its happy furled place. "Can I get a winch handle?" "Thanks."

"A little bit more...And that looks good."

Off towards Gloomy Knob, the rain creates cetacean fins as a pod of Dall's porpoise spot a morning play toy flying over an underwater ridge. They quickly form up a raucous detail and charge in our general direction.

The captain points them out. As they near - a pregnant pause - as silence engulfs the boat, all eyes now wide open in heightened anticipation. Waiting...

A detonation of air, sea, and snowy -tipped black dorsal fins, and all hell breaks loose. Shouts of "Dall's Porpoises!" alert the salon folks below.

"What?!"

"Dolphins!"

"Oh." "Where?"

"Watch your head! All around us! There! Watch your head."

-BAM!- A head hits the hatchway cover. "Ow!"

"Oops. You okay?"

Nods.

"Oh jeez. Not again honey."

"Yeah, gotta watch that hatchway lid."

"What are they?"

"Dall's Porpoises. Up at the bow! You okay?"

"Yeah... Cool. Have you seen my camera?"

Eventually they tire of us and careen off to the north, leaving everyone feeling like a Prius driver who's just been passed by a motorcycle gang. We all breathe out a sigh. Distantly a humpback whale flukes into the abyss, a brown bear finds a slimy beach snack, and the wind turns its attention in the direction we're headed.

Nobody noticed that the rain stopped as we neared the glaciers in the upper bay. The captain usually mentions this phenomenon to raise morale on dreary rainy days, but it does tend to give much needed credibility when it actually happens. The first iceberg of the trip is spotted. Folks scan for more after a few lines are hummed from that song in the Titanic movie. The bow watch spreads her arms.

"Oh, we're sailing!" someone exclaims.

"Yes."

Yes, we are.

Capt. Blain Anderson is a US Coast Guard licensed Master. He co-owns Sound Sailing with his wife Monique. Together, they operate S/V BOB, a 50', four-cabin Catalina/Morgan in the waters between Sitka, Petersburg, Juneau and Glacier Bay. Trips are typically 7-10 day charters for up to 6 persons, and can be booked at (907) 887-9446, or through email at capt.blain@soundsailing.com. More information on trips and adventures aboard Sailboat BOB are at soundsailing.com.



View From The Bridge:

Fighting Off (Expunging) Fear!

By Frank Falcone • C400/445

Franklin Delano Roosevelt told us that, “*The only thing we need to fear is fear itself.*” Pope John Paul II continually told us to, “*Be Not Afraid.*” And, the United States Marine Corps tells us that, “*Courage is not the absence of fear but, rather, the mastery of it.*” Fear is ever present in our lives and can become an obsession, if not addressed, confronted, and expunged. What about that portion of our lives that we carve out and devote to boating and sailing? Is there fear involved there as well? If we’re totally honest with ourselves, I’m guessing that most of us would answer “Yes.” But fear of what? Shouldn’t boating/sailing be fun, carefree, and the escape that we seek from the other parts of our lives? I mean, really, isn’t boating/sailing “our thing”? If so, then why is fear also included? Why should there be fear in our pastime? Heaven knows, there’s enough fear to go around in our day to day lives, isn’t there? Having fun and being afraid don’t seem to be compatible.



So how can we as much as possible (after all, we are all frail and mortal human beings) fight off and even expunge fear such that it does not interfere, too much, with our boating pastime? Reasonable caution and adequate preparation, I would suggest, are the answers. The emphasis here is on the words *reasonable* and *adequate*. We most certainly can argue that an obsession with expunging fear may very well be just as bad as the fear itself in the first place!

While on our way to the East Coast Catalina Rendezvous this year, held in Solomons, MD a fellow sailor on an accompanying boat suggested that we all engage in a group prayer before leaving – an excellent idea indeed! While prayer is always good, very powerful and reassuring to many of us, this request was rooted in fear; fear of the unknown, the weather, the mechanical & electrical systems on the boat, boat ergonomics, the ability and experience of the crew, nightfall or whatever else can’t be squeezed into these categories. It’s very interesting to note that, for some unknown and unexplainable reason, the same level of fear does not seem to grip us when we get into our cars and drive 2000 lbs. of steel and other highly toxic materials at 60 miles per hour on a multi-laned urban highway with thousands of strangers in other cars. Why is that? Who knows?

...anyway, back to boats. A good way to fight off boating fear is to address each of the above listed categories with some common sense and some fairly strict and simple rules which are verbally conveyed to all members of the crew regardless of age (youngsters, 3 years old and younger, are excluded from compliance with these rules and must be attended to and supervised on a 24/7 continuous basis by an assigned member of the crew – usually mom).

Here are some suggestions for expunging fear:

Fear of The Unknown: Before leaving the dock, make sure that all members of the crew know the broad plans for the cruise, the Cruise Plan. Deep details are not necessary to convey at this time. However, all passengers should know where they’re going, the allotted duration and some basics about the boat that they’re on. Providing a brief boat tour is also a good idea. The Captain is responsible for conveying this information and for making it clear to all aboard that he/she is the Captain. As Captain Ahab in *Moby Dick* informed us all, “There is only one God of the Universe and only one Captain of this Ship”. Apply this rule to your boat and to its crew. This plan is “*playing it prepared*”. **Preparation expunges fear.**

Fear of The Weather: Monitor the weather forecast daily for a few days prior to your planned departure date/time. If small craft warnings exist or are predicted, don’t go out there unless your crew is experienced and your boat is fully prepared for such conditions. A primary source of fear in boating revolves around weather. That’s because weather is not fully predictable and is impossible to control. For example, for us on the Chesapeake Bay, because of local weather conditions and weather history, it’s probably a good idea to plan to be in a slip or at anchor after about 3:00pm (1500) in July and August. The specific weather patterns of your particular cruising grounds must always be at the forefront of your weather based decisions. This plan is “*playing it safe*”. **Safety expunges fear.**

Fear of Mechanical & Electrical Systems: Know and maintain all mechanical & electrical systems aboard your boat, especially your engine, marine radio and electronic charting systems. If any of them are in need of considerable repair, don’t go out there. Get them fixed first. Have paper charts on board and readily accessible in case of an unexpected system failure. This plan is “*playing it smart*”. **Smartness expunges fear.**

Fear of Boat Ergonomics: How many of us watched the gymnastic, swimming, and diving competitions during the Rio Olympics? There’s no need to attempt to mimic these amazing acrobatic feats on your boat. Yet, year after year, many boat accidents occur because of a lack of knowledge regarding basic boat ergonomics. Go up and down the companionway ladder like you would any other ladder. When leaving the cockpit and going out on the deck while underway, remember that at least one hand **MUST ALWAYS BE ON THE BOAT – NO EXCEPTIONS**. Wear soft soled shoes (preferably boat shoes) and sailing gloves when sailing even in light wind. This plan is “*playing it wise*”. **Wisdom expunges fear!**

Fear of Crew Experience & Ability: When underway, there should always be at least 2 individuals on the boat with reasonable boating experience and ability. This does not mean that they

need to be like Columbus or Magellan. However they should have basic knowledge about the boat, boat handling, the Cruise Plan, and estimated time frames/durations. Other crew members should be kept informed and be given responsible assignments during the cruise including the helm watch. If you're the Captain that means that you have the most knowledge about everything associated with the boat, the crew, and the cruise plan. It also means that you will not tolerate complacency regarding experience & ability. This plan is "playing it known". **Knowledge expunges fear!**

Fear of Nightfall: If you're planning to be 'out there' at night, prepare yourself and your crew for the almost unexplainable changes that exist between boating in daylight and boating at night. It just looks vastly different out there at night! While underway, do not use white light anywhere on the boat, except for your stern running light and your steaming light, after nightfall even for a short time. It ruins your night vision. Your instrument and multi-function display must be legible but their lighting must be turned down as low as possible. Make sure that your running lights and instrument lights are all working before departing. Have extra light bulbs on board and keep applicable paper charts in the cockpit or on the Chart Table in laid out in the proper order. Know when sunset will occur and apply these lighting rules at that time. ALWAYS assign a crew member as a lookout with responsibility to continually scan a full 360 degrees. While serving in this capacity (usually for no more

than 60 minutes), that individual should be assigned no other specific duties. Rotate that assignment among all crew members throughout the night. Have at least 2 people in the cockpit (3, if possible). If a crew member is falling asleep even when fighting it off, relieve him/her of their duties and assign a replacement. If you're in navigable waterways where substantial commercial shipping exists, consider monitoring channels #13 and #16 on your VHF Marine Radio. Remember about the ergonomics. Night time presents its own Olympic challenges aboard! No one wants to be scoring your gymnastic, swimming or diving prowess at night while aboard. This plan is playing it "light". **Proper, non-white lighting at night expunges fear.**

Primary in the **Fear of Whatever Else** category is, of course, alcohol consumption. The best rule to apply is to enjoy it responsibly at the dock, in the slip, or securely anchored and not underway. Any other plan is asking for trouble and for increasing fear. This plan is "playing it sober". **Sobriety expunges fear!**

So, in addition to always remembering and continually restating the words of FDR, Pope John Paul II and the USMC, applying the above suggestions should result in happy, safe and fearless boating/sailing and will go far in keeping the people in the boat and the water out of the boat. If you do so, you'll be a successful **Fear Fighter and a Fear Expunger!** Happy Sailing and stay safe out there! **-Frank Falcone**; CAPT, USN (ret'd), Commodore, Catalina 400/445 International Association, *Silver Eagle*, Catalina 400 Mark II



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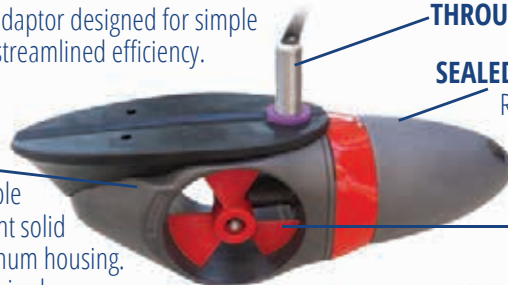
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Safe Journey:

New Safety Items

By Bill Martinelli • C470

In the last issue, I talked about some of the items we brought down to Mexico for *Voyager*. The smoke detectors were as you would assume a no brainer to install. There's little to no mess, because of a catch cup while I drill holes in the overhead. What's a catch cup? It's a small paper cup that I drill a hole in the bottom, leave this on the drill, position the drill, push the cup up to the overhead and drill while catching all the cuttings. No cuttings all over the floor, no vacuuming!

Another item was a dock style coiled water hose and spray nozzle to use as a fire hose. Hopefully the need never arises but it also is handy for washing the bilge. This was a bit more complicated just because of the number of fittings needed. I found a spot to install this right next to my fresh water pump, put a tee in the pressure line coming out of the pump with a plastic ball valve before the hose. The valve is there so I do not empty my tanks by inadvertently stowing the spray nozzle where it opens up.

The last of the items was a Yacht Protector, a monitoring system for your boat for when you are away on shore or at home. The system monitors 110 volt shore power, 12 volt batteries (you set low and high parameters), a bilge water sensor and a motion sensor to know if there is someone on your boat who isn't supposed to be there.

You can also set up a Geofence. The core unit of the system uses GPS to locate itself. Let's say you are in your marina using the software online and you setup your Geofence. For an example let's say I have someone who is responsible for taking the boat to the fuel and pump out dock and both are part of the marina. You could place a number of points along the perimeter of the marina. This would allow the boat to move within this area, if the boat left the marina you would receive an alert via the app on your phone. If someone was trying to steal your boat you would first receive an intruder alert, then a Geophone alert, then once the

Some insurance companies offer discounts on your policy once you have a Yacht Protector installed.

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Motion Sensor

boat has left the Geofenced area the system will track the boat via GPS! I guesstimated installation would take about an hour and a half, it took a little longer as I wished to hardwire the Core unit permanently and not use the cigarette style plug supplied. If you do it this way, you'll need place a fuse in the system to match the fuse supplied. I just installed an in-line cartridge fuse holder and used the fuse from the cigarette plug.

Now before you start all of this you'll want to download the Yacht Protector App to your iPhone, iPad, or your Android device. This is how you will communicate with your Yacht Protector, to receive Warnings and Alerts.

Once you have the core powered you pair the sensors to the core, this is quite simple as the units use Bluetooth and only take a minute or two each. Next, you install the sensors; they are supplied with some really sticky industrial adhesive strips.

I mounted the motion sensor on the forward bulkhead between the salon and forward stateroom facing the companionway stairs. I plugged the 110 volt sensor in to the 110 outlet on the port side of the aft cabin that I don't use for anything else. The 12 volt sensor is behind the nav station panel and made connection to a positive and a negative source. And finally the bilge sensor with the



Bilge Sensor



Coiled Fire Hose

sensor up high to stay dry and the pickup at a level above where my bilge pump would be activated. I am using this sensor as a high water alarm.

The way the system works is it monitors your boat and sends messages to cell towers in the area. If something is amiss you'll get a warning or an Alert on your phone and/or tablet (where ever you have installed the App).

Just to make life interesting/difficult I did not install the system while I was in port. No, I had to go and do it at anchor. I did it about nine miles from the nearest cell tower and halfway through the install (because of the weather) I pulled the anchor up and moved in to a more protected part of the cove I was in behind some hills that are 300 to 400 feet high thus cutting off any cell signal I had. Not really understanding the system at that point a satellite phone call to customer answered why I was having connection problems. Purely pilot error at its best.

An additional benefit beyond the peace of mind of being able to check up on your boat from anywhere, is that some insurance companies offer discounts on your policy once you have a Yacht Protector installed. My insurer gave me what worked out to an 11.84% discount! This savings covers the major part of the annual monitoring fee.



Bilge Pickup



Core Unit



Yacht Protector System



GPS Antenna



12 Volt Sensor

Change of Course:

Sailing Southern New England

By Nancy G. Kaull & Dr. Paul F. Jacobs • C34/355

We sailed 200 NM in 10 days, with winds up to 75 knots, seas as high as 8 ft, boat speeds over the bottom in excess of 10 knots, and "Fell even a bit more in love with our sweet C34". It is hard to imagine that a 26 year old 34 ft long sailboat could afford two "seasoned citizens" so much pleasure. We are truly blessed to be able to experience all these wonderful sailing adventures at our ages, knock on teak, and we hope others will read these words and be inspired to cast off and do the same.

Nancy is 66 and has been sailing for 55 years. I am 77 and have been sailing for 62 years. We do not just like sailing, we both LOVE sailing! We met 16 years ago after each had gone through a divorce, and soon were sailing Narragansett Bay together on



my 1982 Catalina 30, No. 2622, Clair de Lune. After 12 years, and many sea miles we sold the C-30 and together purchased the 1990 Catalina 34 Mk II, No. 1068, The Sylvia II located in Savannah GA, shipped her north to RI, did much work on her underbody and topsides, and after incantations to

Neptune renamed her Pleiades after Nancy's favorite star cluster. As a physicist, I have long loved the beauty of celestial navigation, employed it prior to GPS as a navigator on three TransPac races to Hawaii in the 1970's, later taught it for many years, and agreed this was a great name for our "new to us" sailboat. We also discovered that "Pleia", who in ancient mythology was the wife of Atlas and mother of the "seven sisters", also means "to sail" in Greek!

As we are now both retired, with grown children who have flown the nest, we have abundant time, and absolutely love to sail through the fabled cruising grounds of southern New England during the summer. The following describes a very recent 10 day cruise from *Pleiades* home port of Wickford, RI, to Buzzards Bay, the Elizabeth Islands, and Martha's Vineyard.

Thursday, 21 July 2016: Wickford, RI to Third Beach, Portsmouth, RI.

With our wonderful new navy blue dodger, mainsail cover, and binnacle cover recently fabricated and installed at Ken's Canvas, in Barrington, RI, and our 100 Watt solar panel functioning nicely, we loaded all the fresh groceries, beverages, drinking water, and our two sea bags aboard, and set sail at 1130 from Wickford Harbor to Third Beach.

The wind was SW at 15-20 knots with gusts to 25, and the first leg from Wickford to Newton Rock, where Narragansett Bay meets the Atlantic Ocean, was directly into the wind. So, we put a 1st reef in the mainsail and motor-sailed for 8 NM to Newton Rock, where we then unfurled *Pleiades* 135% genoa and could fall off to the SE to clear the Breton Reef bell buoy, BR-2. With 4-6 ft quartering seas it was a very fast sail at 7 - 7.5 knots while



Our beloved 1990 C-34 Mk. II,
Pleiades, on her mooring in
Wickford Harbor

towing “Sally” our 11.5 ft. RIB dinghy. Nancy snoozed while I steered past the Newport “cottages”, past Cormorant Rock, and toward Sakonnet lighthouse. Nancy awoke in time to help as we gybed to clear the Third Beach buoy, turned on the engine, furlled the genoa, and dropped, flaked, and secured the mainsail on the boom. At 1540 we anchored in the sandy bottom off Third Beach. Although only 22 NM, with strong winds and big seas we were physically tired so we had a light dinner, turned in early, and slept like babies in Pleiades wonderfully spacious V-berth.



Friday, 22 July: Third Beach to Cuttyhunk, MA.

It was sunny and hot at well protected Third Beach, and the wind was already over 20 knots at 0815. At 0900 we weighed anchor and power sailed with the first reef still in the mainsail out of the Sakonnet estuary in 6-8 ft. seas taking quite a few “drenchers” right over the dodger! The VHF marine radio weather report forecast 10-15 knot SW winds. However, the actual winds were already 20-25 knots with gusts to 30. Rounding Sakonnet lighthouse and the buoys, we set the genoa for a speedy but wet ride in quartering seas toward Cuttyhunk. The breeze built until we were sailing at more than 10 knots over the ground, “on the edge of control”. Since the forces were enormous we furlled the genoa using a winch until it was a very small storm jib that balanced well with the reefed main. Three hours later, when it was time to take down the sails outside Cuttyhunk, the winds had increased to 30 knots with gusts to 35. We got the mainsail down quickly, but flaking, folding, and securing it in those winds wasn't easy or pretty!

Later that night, from 0030 until 0200, a series of extreme weather cells came through with dramatic lightning, extremely loud thunder, drenching rains (which washed off a very salty sailboat), and finally violent micro-burst winds gusting up to an estimated 70 knots! One extreme gust hit from a different direction and we suddenly were heeled 15° with only a bare mast on a mooring! We learned the next day that the wind was



Edgartown Harbor

measured by a US Coast Guard anemometer at their Cuttyhunk station at a peak of 75 knots, which if sustained would be a category I hurricane! Although we had tiny leaks in the forward hatch over the V-berth, and the center hatch over the salon, there was no damage to Pleiades whatsoever.

Saturday, 23 July: Cuttyhunk to Tarpaulin Cove.

It was still windy when we woke up, but the sun was out and the sky was a beautiful blue with few clouds. The water in The Pond was 74 °F so Paul “swam the waterline”, using a double suction cup “hull grabber” and a scrub brush, to clean dirt and slime off the bottom, from the bootstripe as far down as he can reach on the underbody. He then also bailed 6” of water from the dinghy! Finally, he dried the new dodger windows with a bright green, multi-tentacle, spongy mitt guaranteed not to scratch strata glass.

After juice and coffee we took “Sally” to the dinghy dock. After a short walk to “The Store” I bought my grandson a Cuttyhunk T-shirt. It will be a geography lesson for him to find Cuttyhunk - as they live in Michigan! On the way back, we bought some local corn from the back of an open truck, at \$1 per ear, and paid for it on the honor system. At the ice cream shed near the pier, Paul got a mocha frappe and I a fruit smoothie. They tasted so good!

At 1130 we motored through the very narrow channel out of The Pond at Cuttyhunk and set sail - with a favorable tide - for Tarpaulin Cove through Quicks Hole. It was

a beautiful day with an 8-10 knot SW breeze. After a smooth three hour sail, we remarked that the breeze, sun, and flat water were perfect. We anchored in Tarpaulin Cove, on Naushon Island in the Elizabeth Islands, just off the care keeper's home, and near the Tarpaulin Cove lighthouse.

In the rush to get everything that was cold packed into the freezer / ice box, dinner was – of course - at the very bottom in the lower level. (Paul had previously added a shelf to help organize the C-34 ice box.) Oh well, it gave me a chance to reorganize everything. Thank goodness for the freezer compartment that quickly chills recently loaded food items. Also, thank goodness for Pleiades 100 Watt solar panel mounted 10 ft. up on her twin backstays. We can run refrigeration non-stop, while only running the engine an hour / day to keep the batteries above 12 volts.

Sunday, 24 July: Tarpaulin Cove to Edgartown, Martha's Vineyard.

Paul sang “This is the day that the Lord hath made. We will rejoice and be glad in it.” While waiting for a favorable tide, he also rescued “Wilson” from a tangle about the anchor rode. “Wilson” is our anthropomorphic name for a soccer ball in a small net tethered to our 25 lb. Mantus, which serves to locate our anchor at all times, wind shifts notwithstanding.

At 1030 the usual SW sea breeze was dying not building, and with a 2 knot counter current it was very choppy in Vine-

(continued from previous page)

yard Sound. We sailed on a close reach for 2 hours but then had to motor to Edgartown in dying breezes. Our favorite anchorage; “the bight” off Chappaquiddick Island was not crowded and soon our nearest neighbors both left! We swam in warm 75 °F clear water, read, napped, and showered. The C34’s open transom is a true joy for swimming. The wind was light so we tried the grill, cooking thick pork chops marinated in home-made barbecue sauce. The result was terrific! It is SO much easier to grill on the C34 with her open transom.

Monday, 25 July: A lay-day in Edgartown.

After running the engine for 40 minutes to boost battery voltage, the engine hours on Pleiades two year old Yanmar 3YM-30 Diesel engine were exactly 100.0. We checked the current near the Edgartown ferry crossing, and then took Sally ashore to the marina.

The sidewalks and streets were quite busy, even on a Monday morning, but what did we really expect as it was summertime on Martha’s Vineyard! We could not pass Mad Martha’s Shoppe without being their first customers of the day at the ice cream counter. It was 1030, so this must be brunch! We also purchased a 10 lb. bag of ice and the Boston Herald at The Corner Store. On the way back in Sally, I was able to take a nice photograph of the Edgartown lighthouse on its lovely sandy spit, shown in Figure 6.

Nancy also took a photograph for a friend who owns a catboat - of a local gaff-rigged catboat with a very patriotic red-white-and-blue “flag sail”. Appropriately, in the words of the late Walter Winchel: “God bless America and all the ships at sea”.

Paul wanted spaghetti for dinner. This was easy as I had prepared and pre-frozen the sauce at home. As an experiment, I had also purchased Pillsbury Grand rolls and baked them in the ships oven. This was a



A patriotic gaff-rigged catboat



Nobska Lighthouse near Woods Hole

first! I kept baking them until they got puffy and golden. The fragrance of baking bread that wafted throughout the galley and salon was beyond description!

Tuesday, 26 July: Edgartown to Hadley Harbor.

It was a very beautiful, bright, sunny day, with flat water, a 5-7 knot breeze from the west, and a favorable tide. At 0840, we raised the mainsail, unfurled the genoa, cut the engine, and planned to arrive at Woods Hole at about 1100 for slack tide. This was a remarkable sail! Initially we were on a port tack beam reach out of Edgartown, hardened

up to close hauled at the outer R-8 buoy, and with a 2 knot favorable current and a very gradual lift, we sailed from just east of the buoy marking the east end of Squash Meadow shoal and then all the way up to just west of the buoy marking the west end of Hedge Fence shoal. This gradual lift continued until we were pointing above Nobska Light, and finally to the entrance buoy for Woods Hole.

I could not recall such a fortuitous sail! Usually one gets headers when one needs a lift. Without ever tacking we arrived exactly when we expected it to be slack tide – 1105.



The extremely strong adverse tidal current through Woods Hole

Unfortunately the tide was anything BUT slack. The current in Woods Hole was adverse up to perhaps 5 knots at the narrowest point.

It seemed to take forever to get past R-4A. Fortunately we ran our nearly new Yanmar 29 HP engine at 3000 rpm making a net 1.5 knots over the ground! We will have to figure out what went amiss regarding slack tide through Woods Hole.

Shortly thereafter we entered Hadley Harbor about 1 NM west of Woods Hole and proceeded slowly into the very secluded inner harbor.

The inner harbor includes only private moorings, but we did find room to anchor. It was beautiful and very peaceful. We heard the voices of children jumping in the water and the neigh of horses on the hillside. We had several wonderful swims in 77° F water.

Wednesday, 27 July. From Hadley Harbor to Mattapoisett, MA

This was yet another beautiful day, with hardly a cloud in the sky. Paul went for a morning swim and cleaned the waterline yet again. It is his morning exercise and pleasure. On weighing anchor we discovered why no one else anchored here! It was a very nasty bottom of extremely sticky black mud. It took many buckets of water to wash the mud off the anchor, chain, rode, foredeck, and Paul's hands, arms, and legs. Apparently most people just pick up an empty private mooring.

On the way out, two sailors admired Paul's installation of the solar panel. One boat with a split backstay got the full story. I also got the idea from them to use half the freezer for food since we rarely use both vertical ice trays. In the outer harbor, we saw the famous "Tabor Boy" schooner from the Tabor Academy in Marion, MA, with its crew of young people jumping off the boat and having a fun time. The winds were very light so we both took "transom-tows" – with safety lines behind the boat - to cool off.

Thursday, 28 July: Mattapoisett to Kettle Cove, on Naushon Island.

We had a proper beat in 6-8 knot SW winds, sailing at ≈ 6 knots for three hours over to Kettle Cove. Our anchor went down in 13 ft of very clear water with a beautiful sandy bottom. Figure 11 shows the lovely half mile long white sand bight at Kettle Cove. Not described in any of the cruising guides to New England, Kettle Cove is rarely crowded, the holding is terrific, it is well protected against the prevailing SW winds, and it is one of our very favorite places.

After a swim in clear 74 °F ocean water Nancy was taking a transom shower when



The inner portion of Hadley Harbor



The bight at Kettle Cove

we ran out of water in tank 1! Surely we had NOT used 28 gallons in just 1.5 days, as we are both very parsimonious with fresh water. But, we also knew that fresh water had been leaking into the bilge. We checked and tightened hose clamps everywhere. Finally, through a process of elimination we concluded that the very rusty 26 year old hot water heater under the galley must be the source of the leak. Using a paper towel we dried the upper portion of the aft-most section of the bilge –adjacent to the hot water heater. Within one minute there were three little "rivulets" of water flowing into the bilge! As it was 2030 we just had a salad for dinner. Both tanks were now out of fresh water.

Friday, 29 July: Kettle Cove to Wickford.

We awoke to a gloomy, damp, gray fog, with less than 500 yard visibility. After weighing anchor we were under way at 0740 in moderate fog, and light rain, but with a favorable tide. Our Garmin GPS chartplotter shows the location of the shipping lanes, so we could minimize our transit times through them; thereby greatly reducing our chances

of a close call. Ultimately this also turned out to be a remarkable sail.

By 0830 it began raining quite hard, and continued for four hours. The winds were SSW at 15–20 knots, and with a full mainsail and 135% genoa we close reached for 40 NM, and accomplished this in just 5 hours 35 minutes, for an average speed of ≈ 7.2 knots! We arrived in Wickford Harbor at 1315 and THEN the sun came out! After turning on the engine, furling the genoa, flaking, securing, and covering the mainsail, we picked up our mooring. It was especially good to dry out the boat and all our very soggy foul weather gear.

But for a leaky hot water heater nothing failed. We returned suntanned with no cuts or bruises after 10 days in strong winds and big seas, and the sailing was terrific. We used the engine only 17.1 hours in 10 days including augmenting the solar panel's charging of *Pleiades* 3 group 31 house batteries, and 1 group 31 engine battery. Even while running the refrigeration non-stop for 10 days, the battery voltage never got below 12.2 volts!

Sailing's Must-do List:

Destination Sarnia, Ontario, Canada

By Alan and Eileen Clark, *Anam Cara* • C310 # 155

Now that my first mate Eileen and I are completely retired from our j-o-b-s, we are fortunate to have even more time to enjoy many new destinations and excursions on Lake Erie. This article is about our first journey in new waters sailing from Catawba Island, OH through the Detroit River, Lake St. Clair, and the St. Clair River to our final destination of Sarnia, Ontario, Canada.

At 6:30 a.m. on a late August day, we left our home port of Herl's Harbor, Catawba Island, Ohio with *Turning Point* a 34' Catalina and their crew, Denny and Sharon Dutcher. The sunrise was breathtaking. Our first day's destination was Bayview Yacht Club on the Detroit River. I estimated that it would take at least 5-6 hours from my port to the Detroit River's entrance traveling an average of 5 knots and then another 5 hours to the yacht club.

At first the winds were light heading North- west on Lake Erie. Then the winds increased to 18-20 knots from the SSW. We

held firm and steady on a broad reach with an 80% headsail, and a reefed main. No need to worry as it felt great plowing through the 5-6' waves which quickly increased to 6-8'. At this point, our maximum speed was 7.8 knots. Entering the mouth of the river, I presumed that the wave action would subside but not so much! It was a strange feeling to be pushed up the river even though there was a 3-knot current flowing against us.

The Detroit River is one of the busiest navigation centers in the United States. We traveled northbound on the Amherstberg Channel taking in all the American and Canadian sights on either side. Amherstberg Channel is the upstream channel for commercial traffic. It splits from the main channel well south of Boblo Island.

We passed under the magnificent Ambassador Bridge which is a suspension bridge that connects Detroit, Michigan, in the United States, with Windsor, Ontario, Canada. It is the busiest international border crossing in North America in terms of trade volume. The winds were now light and we needed to motor sail to counteract the southbound current of 3 knots.

Sixty-nine miles and eleven hours from our start, we approached the Bayview Yacht Club, Port Huron at the southern end of Lake St. Clair where the northbound and southbound channels intersect. It is now dusk. It is in the 'laws of sailing' that the winds increase when it was time to take sails down and to make it more interesting, I found myself in between two southbound freighters and one northbound freighter which made for an interesting combination – and, we all know who has the right-of-way!

I found myself in between two southbound freighters and one northbound freighter which made for an interesting combination – and, we all know who has the right-of-way!

The crew handled this precarious situation just fine and with the help of the friendly yacht club members, we were safely secured along the wall with many fenders and lines attached as the storm intensified.

The Bayview Yacht Club is famous for hosting the Port Huron to Mackinac Sailboat Race as well as a number of other regional and local regattas. We enjoyed a well-deserved dinner at the clubhouse where we treated ourselves to the club's famous cocktail called the "Hummer". It's like a Brandy Alexander but with rum.

Before sunrise the next morning, we left Bayview Yacht Club in thick fog and were joined by several freighters also heading north. In the pitch blackness, they looked like an airport runway with their impressive streamline of lights alongside their bulkheads. Our



2nd night Desmond Marina, Port Huron



Another freighter!



Overnight dock at LaSalle Mariner's

next destination was Desmond Marina in Port Huron, seventy miles and approximately twelve hours away. First, we needed to cross Lake St. Clair that connects Lake Huron to its north with Lake Erie to its south. It has a total surface area of about 430 square miles and average depth of just 11 ft. In order to ensure an uninterrupted waterway, government agencies on both sides of the lake have maintained a deep shipping channel through the shallow lake for well over a century.

We shared the shipping channel with many freighters, a strange unnerving experience that we soon adapted to frequently saying "Here comes another Big Boy!". We motor-sailed through Lake St. Clair dodging clumps of dense seaweed and debris that was kicked up from last night's storm. We arrived at Desmond Marina, in Port Huron averaging 5.3 knots with a maximum speed of 6.9 knots. From the St. Clair River, Desmond Marina is located just inside the mouth of the Black River in beautiful downtown Port Huron and directly across from the Port Huron Yacht Club.

Once docked, we cleaned the engine and air conditioner strainers which collected seaweed; an important tip to remember! "Turning Point's" crew joined us for shared appetizers, pizza and drinks. The next day both crews walked to the office of the Great Lakes Cruising Club (www.glclub.com) of which we are members. The crews stopped for lunch at the highly-recommended establishment called "The Raven" and checked out unique shops in the walk-able downtown area. Time to depart America and head to Sarnia Bay Marina, Canada which literally was across the St. Clair River; a short journey of one mile!

Sarnia, a city in Southwestern Ontario, Canada, had a 2011 population of 72,366. It is the largest city on Lake Huron and is located on the eastern bank of the junction between the Upper and Lower Great Lakes where Lake Huron flows into the St. Clair River, which forms the Canada-United States border, directly across from Port Huron, Michigan. At the marina, we joined fellow GLCC members for the club's annual weekend rendezvous.

While at Sarnia, we toured the official and impressive Sarnia Coast Guard Communications System. This operation is an invaluable asset to Great Lakes sailors and is regularly broadcasted over VHF. They monitor and coordinate the Great Lakes freighter traffic and passenger vessels, weather and safety alerts.


After a weekend of activities with other boaters, it was time to head southbound by just reversing the northbound trek through St. Clair River, St. Clair Lake, and Detroit River to our next destination of LaSalle Mariners Yacht Club, Canada across from Fighting Island on the Detroit River. We averaged a higher speed thanks to the down current and a full head sail most of the way. We were warmly greeted by club members who opened their clubhouse for us to enjoy. LaSalle Mariners Yacht Club hosts many sailing events and races. Among their most notable event is sponsored by the Windsor Roseland Rotary to help physically and/or mentally challenged people to enjoy sailing.



Sarnia Trip

After a relaxing evening and breakfast the next morning, we were ready to head for home; southbound through the twelve-mile Livingstone Channel which is part of the border between the United States and Canada and into Lake Erie. The foggy morning gave way to a calm and clear sky within the channel. We passed the Detroit River Light mark D33 with full sails, a NE wind of 10-15 and waves 3-4'. After six hours and forty-three miles later, we arrived safely at our home port. What a perfect ending to this latest journey! We extend our thanks and gratitude to Denny and Sharon Dutcher aboard *Turning Point* for their friendship, expertise and guidance. **Total miles traveled: 235 / Total engine hours: 32 / under sail approximately 35% / Maximum speed 8.3 knots GPS**

SAIL ALASKA!



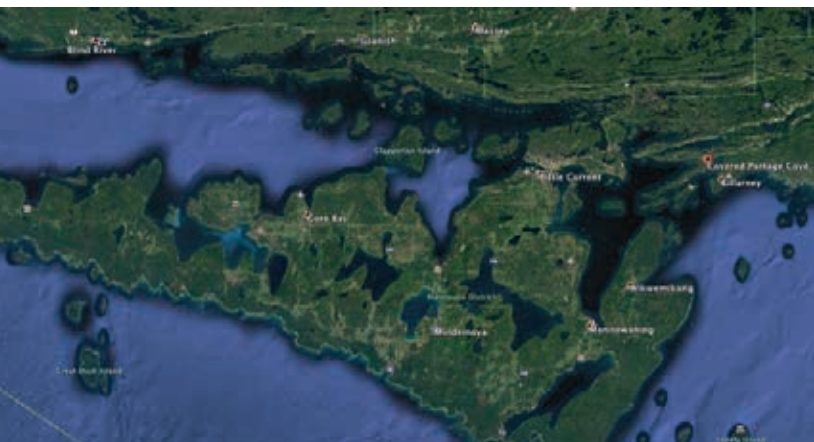
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Pass It On

By Paul Slotegraaf • *Cool Change* • C34/355



My wife and I have sailed the North Channel for many years. The North Channel is a body of water that is separated from the north shore of Lake Huron by a chain of Islands that stretch from the Saint Mary's River to Killarney, Ontario.

When our three sons were growing up, we were fortunate enough to spend summers in this beautiful, quiet and pristine water wilderness. This is not a story about way points, charts, heavy weather sailing or smooth sailing. This article is about our love of sailing in the North Channel and our desire to pass that love to a new generation.

Our grandchildren have been joining us aboard our 34' Catalina, *Cool Change*, for the past nine years. Our oldest, granddaughter Claire, started at the age of six. Her maiden voyage was scheduled for one week, but she enjoyed it so much she stayed for a second week.

Claire turned fifteen this summer and still appreciates her time with us. She delights in the solitude, listening to the lapping of the water on the hull while sailing, or relaxing at a peaceful anchorage. She especially loves the quiet time for reading, swimming and just "hanging out" in the beautiful surroundings. When her sister Emily turned six she also joined us. Emily loves the hiking and exploring as well. That same year our Grandson, Thomas, also began to sail with us.

We have found that the age of six, is a suitable time to introduce children to off shore cruising. They know how to swim, follow rules and listen to directions. We have taught our grandchildren about boat safety and basic nautical terms. They know how to use lines for docking and especially the importance of a midship line. The most challenging part for me has been teaching them to row a small dingy. This is an ongoing lesson. Our grandchildren are not allowed to bring electronics for entertainment.

This provides us time for one on one conversations, board games, reading, hiking, swimming, and fishing. We have learned so much about each of them and hope we are creating lasting bonds and memories.

Voyages usually depart from Blind River. The first leg is a twelve mile sail to Long Point Cove, one of our favorite anchor-

We have found that the age of six, is a suitable time to introduce children to off shore cruising. They know how to swim, follow rules and listen to directions.



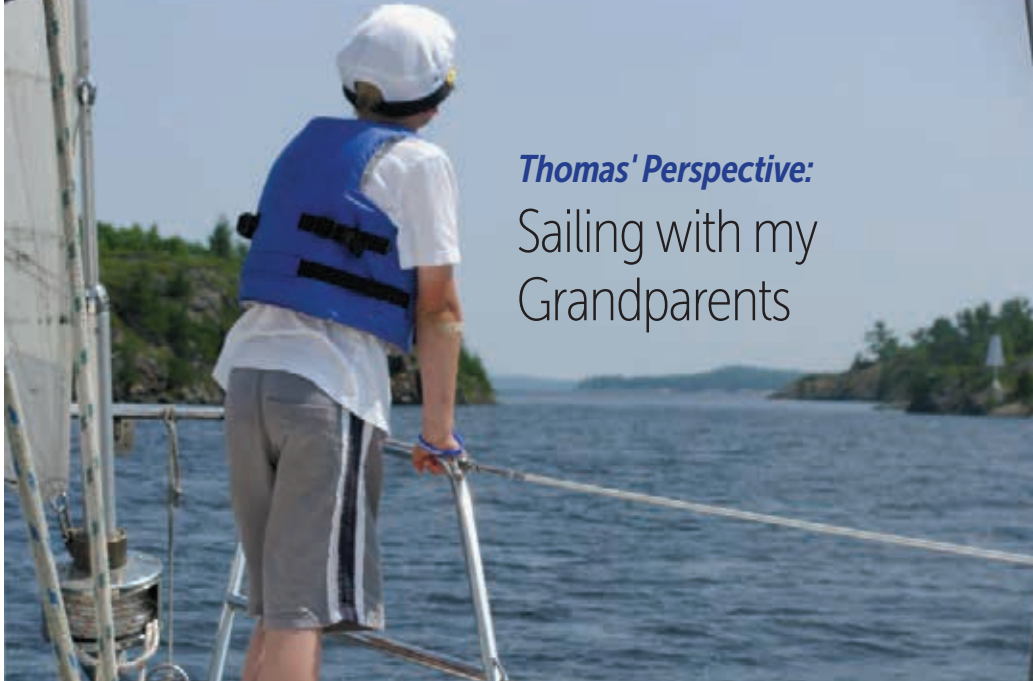
ages. It is well protected from all winds. Long Point Cove offers an abundance of wildlife, hiking, fishing, blueberry picking and many channels to explore by dingy. There are places for fish fries and bonfires. In addition to this cove, Turnbull, Beardrop and John Harbor provide safe anchorages. We enjoy all of these anchorages and they are short sailing distances from each other.

The prevailing winds are usually out of the west. Therefore, we usually proceed eastward anchoring in various places. Some of our favorites are Croker Island, Fox Islands and Sturgeon Cove. We normally stop in Little Current for laundry, provisions and the kids' favorite ice cream cones. Often leaving Little Current in the afternoon, we pass through the historical swing bridge and down to Heywood Island. As we continue eastward, we either go to McGregor Bay (Pathfinder Bay) or the Baie Fine and the Pool. At the Pool we take the hike to beautiful Topaz Lake. Other times, we sail into Frazier Bay.

We are fond of sailing down the Landsdowne Channel to Covered Portage Cove and anchoring on the inside. Typically, we proceed to Killarney, stopping for their fresh fish dinner and continue into Georgian Bay and anchoring in Thomas Bay. We frequently return westward to Blind River or Little Current to pickup or drop off our grandchildren.

This story does not go into navigational details. I feel a skipper must plot his own course. Paper charts and a good chart plotter are essential to fully enjoy this area. Perhaps, someday you too will enjoy the beauty of The North Channel and create your own memories.

Thomas' Perspective: Sailing with my Grandparents



Every summer I go for two weeks on my Grandparents' sailboat *Cool Change*. It is a 34' Catalina. My Grandpa picks me up in my hometown, Sault Ste. Marie, Michigan.

We sail to Harbor Island and then on to Blind River in the North Channel. Once in a while I steer and Grandpa relaxes with a book. We pick up Grandma in Blind River and fill the water tanks, top up the fuel and do a pump out. Then we sail to Long Point Cove. Grandpa and I climbed a mountain at Long Point Cove.

I caught a bass from under the boat. Fish like to hangout under boats for shade. I also caught a nice size perch. We saw beaver and a large snapping turtle on top of the water! My grandparents and I took the dingy to Navy Island to check out the pole on top of the rock.



They used this marker before they had a GPS to find the entrance into Long Point Cove. Grandpa said that it was actually a surveyor's marker from a long time ago.

We sailed to Beardrop. I slipped in the water and had to get back into the water to fetch the dingy. I also had ants on me and lost my sunglasses to the lake. Stuff happens.

We also went to John Harbor. I caught six big, small mouth bass.

Grandpa caught one bass. He doesn't like to fish. Grandpa and I cleaned the fish and we fried them on the shore. Boy was that a good meal! The next day we had fish sandwiches. My Grandpa saw a big black bear here.

We sailed to Turnbull as the winds were from the East, and had a good sail. The fishing was not very good because the fish were filling up on minnows.

Soon it was time for me to go home. We left Turnbull and headed to Blind River. We did some shopping, took showers and I got a new pair of sunglasses. My mom picked me up in Blind River. **—Thomas Slotegraaf, Age 11**



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CATALINA 400/445 INTERNATIONAL ASSOCIATION

Small Projects to Consider



C400 Association
Technical Editor
Olav N. Pedersen

Circuit Breaker Toggle Guards

I've seen electrical distribution panels with a number of different methods used to prevent accidental tripping. What I installed is the Toggle Guard by Blue Sea Systems (Model No. 163209, Mfg. No. 4100) for \$3.89 at

West Marine. I'm sure you can find these or similar ones from other manufacturers. Although over the years Catalina has installed different panels on the 400, they all seem to have the same type of circuit breakers, so



these guards should fit many 400s. As you can see from the photo, whether you want them in the on or off position, once the cover is closed, they cannot be accidentally tripped.

These are a snap to install and you don't have to go behind the panel in order to do it. Select the breaker you want to protect. Remove one of the screws with one hand

while holding the toggle switch in place with the other. Continue to hold the toggle switch while removing the second screw to assure it doesn't shift when the second screw is removed. When I installed mine, none of the switches moved and they shouldn't. Reinstall the screws through the Toggle Guard. That's it. Done. Each guard took only a matter of minutes to install.

More Galley Counter Space

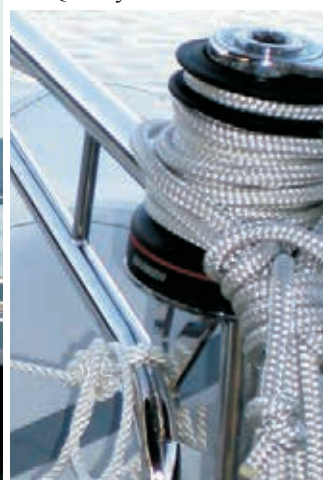
Something we all wish we had more of on our boats is counter space in the galley. What my 400MKII has is around 16 s/f and if you open the refer top you've just lost another 3 or 4. I enlarged this area to around 22 s/f. I'm sure many of us

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have done something along these lines, so I thought it would be nice to share two ways of achieving more space. And both modifications are easy and inexpensive.

The Stovetop

As this area already has edges to it, all you have to do is find an oversized cutting board and cut it to shape. The 7/8" thick one pictured was found at Target and cost around \$15.00. All I did was cut it to shape and drop it in. That added around 2.5 s/f. And you don't have to cut out an access point in order to remove it since your fingers can easily push it up from behind the retaining bar just above the gas control knobs. Catalinaowners.com also offers a cutting board, but it's about \$170.00 delivered. I think that's a bit much for a cutting board. Your call.



The Sink

With the stainless steel sink being an under-mount, Plexiglas can rest on top of the sink rim. I used 1/2" clear Plexiglas. I purchased this at a shop and they cut it to shape for about \$20.00. Of course you can use wood if you prefer. With the counter top thickness being 3/4", items resting on the Plexiglas won't slide too far. This adds around 2 s/f of counter top. I had mine cut in half so one side of the sink could be used



while the other side was covered. I also cut out some small corner sections in order to easily remove them. When you measure this make sure the fit is tight because the small stainless steel rim of the under-mounted sink is the only support the Plexiglas will have.

Fridge side door hinge.

If your 400 has the 22"x17.5" door with stainless steel front and 2.25" wide teak trim and the hinge on top is rusting you can get a replacement at Refrigeration Hardware Supply. Their part number is 40-485 and it costs around \$30.00. To make sure it's the correct hinge, remove the hinge from the door (takes about a minute) and look at the number on the back of the hinge. If it's 1510-408-35, the 40-485 is the correct replacement. —Olav N. Pedersen, olavnp@gmail.com



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CATALINA 36/375 INTERNATIONAL ASSOCIATION

The Process of Buying (and Perhaps Selling) a Boat



C36 Association
Technical Editor
Pre Mk II hulls
Larry Robcke

**By MkII Editor
Nick Caballero**

First, I have to state that this will be my last article for *Mainsheet* as we have sold our beloved 2004 MKII *Whimsea*. Having bought and sold boats since 1984, there have been some lessons learned along the way on negotiations, ethics, rights, and duties. *Whimsea* will continue to grace the harbors of the Northeast with her new owners and we hope to glimpse her graceful lines from time-to-time.



C36 Association
Technical Editor
Mk II hulls
Nick Caballero

The internet is full of articles on how to sell (clean, uncluttered, zero odor) and what to look for when buying (fair price, well maintained, zero odor). But what

seems to be missing are concise buy/sell procedures. So, pretend you've found the dream boat, preliminary inspections indicate that all is good, and you've decided on an offer price. What next? Well, the answer depends on who you're buying from...

Buying a brand new boat

In rare cases, you might be buying a boat directly from the manufacturer, but in most cases you'll be buying a boat from a dealer. New Catalina sales are either from dealer inventory or might be ordered from the factory by the dealer to suit your needs. Like buying a new car from a dealer, buying a new boat from a dealer is much the same process insofar as price negotiations, contracts, title, and registration. There are three important documents to navigate. (1) A Sales Agreement (Contract for Purchase) that will be completed before money changes hands, (2) a Bill of Sale (Sales Invoice) that will be completed when you take possession, and (3) a CG-1261 Builder's Certification. The

Bill of Sale will be important for many state registration and tax situations. The CG-1261 is essentially a Title Instrument and on the reverse is where the dealer will complete, essentially transferring title from the manufacturer to you or to your finance company. We'll cover what to do with the Bill of Sale and the CG-1261 in the last section.

Buying a used boat from a broker or individual

Buying a used boat is pretty much the same process as a new boat insofar as price negotiations, contracts, title, and registration. There are three important documents to navigate. (1) There will be a Sales Agreement (Contract for Purchase) that will be completed before any money changes hands, (2) a Bill of Sale (Sales Invoice) that will be completed when you take possession, and (3) a Title Instrument. The Bill of Sale will be important for many state registration and tax situations. The Title Instrument might consist of a state title/registration, USCG Documentation, or both. Like when buying a new boat, state title/registration and/or USCG documentation will be signed over and we'll cover what to do these in the last section.

The main difference between buying from an individual vs. buying from a broker is who you write the checks to and who guarantees free title. With a broker, the seller contracts the services of the broker to market the boat and act as a financial proxy. Thus, you are writing the checks to the broker and the broker carries legal responsibility for free title. The broker in turn pays the seller and ensures title is signed over to the buyer. When you buy from an individual, you are writing the checks to an individual, so a bit of diligence is called for on the part of the buyer insofar as the identity of the seller and free title. This is a big reason why many folks will purchase from a broker, i.e., peace of mind given the magnitude of the purchase.

Sales Agreement

In addition to the description of the boat, terms, and price, the Sales Agreement for a used boat should convey that the seller has free title.

Example: *"The Seller attests title to and lawful possession of the Vessel free and clear of any and all claims, liens and encumbrances of any kind. Before survey and sea trial, Seller shall furnish at the Buyer's request and satisfaction any and all proof of clear and unencumbered title to the Vessel."*

The Sales Agreement for a used boat should also contain an equipment list and verbiage about a survey and a sea trial, how uncovered issues are remedied, satisfactory completion, and what happens if satisfactory completion cannot be achieved. The latter item is usually grounds for termination of the Sales Agreement and deposit refunded.

Survey

A survey is an inspection in order to ascertain condition and is always paid for by the purchaser, including haul/block/launch activities. The scope of a survey and the competency of the surveyor can be all over the place, so it's best to get advice on a surveyor from local boat yards and to make sure that the chosen individual is a member of the National Association of Marine Surveyors (NAMS) or the Society of Accredited Marine Surveyors (SAMS). For a used boat, some insurance companies require a survey, but it's always advised to get a survey for any used boat. For a brand new boat, a survey is optional because there will be a warranty, but one could conceivably contract for a survey as part of a commissioning process to quickly identify any warranty issue that might be slow to find otherwise. The survey is the sole property of the person that contracted for the service. It is entirely appropriate and customary for the purchaser to share the findings from the survey to ask the seller to remediate **significant items** by repair/replace or by price adjustment. This is not an opportunity to ask for remediation due to insignificant or cosmetic issues. Keep it real.

An example of what may be in the Purchase Agreement to cover items that might be found in a survey that need to be remediated: *"Buyer will share with the Seller any portion of the survey that describes any or all items deemed by the Buyer unfit-for-purpose, defective, or in need of repair. Seller may choose to make fit-for-purpose, repair, or replace identified items to the satisfaction of the Buyer. If Seller declines to make fit-for-purpose, repair, or replace identified items, the purchase price of the Vessel will be reduced by the amount of funds necessary to make fit-for-purpose, repair, or replace identified items."*

So, pretend you've found the dream boat, preliminary inspections indicate that all is good, and you've decided on an offer price. What next? Well, the answer depends on who you're buying from...

Sea Trial

A sea trial is a vital part of the purchase. The goal here is to operationally check helm, engine, running rigging, autopilot, instruments, etc. The sea trial can be conducted by the surveyor, but may be an additional charge. Regardless, the purchaser should be onboard and completely free to put all systems under reasonable load. Just like the survey, it's entirely appropriate for the purchaser to use findings from a sea trial to ask the seller to remediate any findings by repair/replace or by price adjustment. Just like the survey, sea trial remediation methods and failure to remediate should be covered in the Sales Agreement. Satisfactory completion of the sea trial can be subjective, as such the sea trial can fail for items inherent to the design or conditions, so this can be the last place that a buyer can have an arguable reason to discontinue the sales process and ask for the deposit back. So as the seller, don't take the boat out in gale conditions for the sea trial. Make it pleasant and ensure that everything works because the very step next off the boat could be the closing process.

Money

A broker normally takes a 10% commission of the selling price of the boat. When the initial price is negotiated and agreed upon, the broker writes the Sales Agreement and asks for a deposit, which shows all parties that you're a serious buyer. The deposit will usually be credited towards the purchase price at closing. Like a house under contract, a deposit does **not** prevent the broker from continuing to show your boat or even fielding other offers, but it does bind and compel the buyer and seller down an active path. Failure to complete the sale due to conditions spelled out in the Sales Agreement are grounds by which the deposit will be refunded, but do verify the wording in the Sales Agreement. Simply changing your mind might not be a condition where you'll get your deposit back once some amount of time has passed. Likewise, if you're buying from an individual they might ask for a deposit, and just like buying from a broker there should be verbiage in the Sales Agreement about the disposition of the deposit. A deposit is often done with a personal check given the amount of time that

passes between deposit and purchase. Final payment is best made with a Cashier's Check drawn from a local bank.

When closing is done via a broker, all parties are present. The buyer hands over the check to the broker for the purchase price (less deposit) and the broker notarizes the various instruments. The broker then writes a check to the seller for the purchase price (less commission). Many banks provide notary services and this can be a convenient place to have instruments notarized and money exchanged, especially when the deal is done between individuals. I once did this at a Dunkin' Donuts and just had a Notary Public meet us there.

Red Tape

Why is this the longest section? OK, you've handed over the Cashier's Check and the effective date of your boat insurance policy is today. Expect a Bill of Sale and a Title Instrument. The Bill of Sale will describe the seller, buyer, boat, price, and terms. For a new boat dealer or a broker, the Bill of Sale should be on letterhead. The terms

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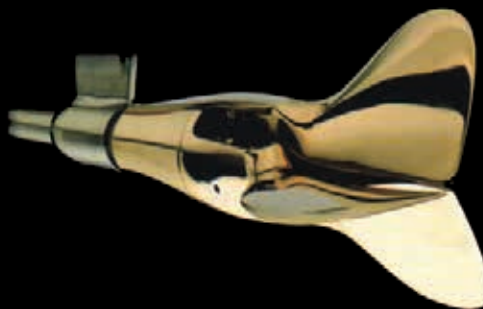
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CATALINA 36/375 INTERNATIONAL ASSOCIATION

(continued from previous page)

often found on a Bill of Sale for used boats is “as-is condition” and/or “without warranty.” If you’re selling a boat, you want those words. If you’re buying a used boat, this wording is customary and by no means designed to convey that something is being hidden. It’s just the seller is not legally bound to support a claim of defect when there’s been ample opportunity to ascertain this before closing. Since the Bill of Sale will be used for registration and tax purposes, the requirement for the Bill of Sale needing to be notarized varies from state-to-state, but to be on the safe side it’s highly recommended to have this notarized. For USCG Documentation, sending in a Bill of Sale is not necessary for **new** boats, but a notarized Bill of Sale is necessary for **used** boats seeking USCG Documentation.

Which lead us to the final subject. USCG Documentation vs. state title vs. no title vs. registration. I’m not going to go over the pros and cons of each, instead just defining in broad terms that a title conveys legal ownership and a registration convey lawful operation. Some states require none, one, or both. A USCG Documented Vessel is simply a federal title. Your state may also require you to also title/register a Documented Vessel and they have the right to do this. Anything you read to the contrary is not true.

You should be able to move through the red tape when armed with **two** of the following correctly executed instruments: a CG-1261 Builder's Certification, a Bill of Sale, a CG-1270 Certificate of Documentation, a state title/registration. In general terms, a new boat will have the CG-1261 Builder's Certification signed over to you by the dealer and this (original) is sent to the USCG along with a CG-1258 application. What you get in return is a CG-1270 Certificate of Documentation. Simple.

For states that title/register, the new boat process is similar to the USCG, but may also require a Bill of Sale to be presented in order to levy taxes and fees. Since the **original** CG-1261 Builder's Certification must be surrendered to the USCG when going for a Documented Vessel, care must be taken if you also intend to state title/register while your federal title (CG-1270 Certificate of Documentation) is pending. In most states, the DMV handles boat title/registration, so check with them in order to decide on the sequence and any original vs. copy requirements.

For a used boat that is already USCG Documented and you want to carry on with this, then you send in the signed-over and notarized CG-1270 Certificate of Documentation, a CG-1258 application, and a notarized CG-1340 Bill of Sale. Copies of all of these instruments are acceptable to the USCG. For a used boat that is only state titled/registered and you want to carry on with this, the target state DMV is usually the resource here. As before, a Bill of Sale might have to be presented in addition to the signed-over state title/registration.

Finally, all states recognize the signed-over and notarized CG-1270 Certificate of when going for a state title/registration and there’s never a need to surrender the original. Again, the Bill of Sale might have to be presented here to keep the tax man happy. —**Nick Caballero**, ncaballe@Brocade.com

Thank you Nick for sharing your expertise with all *Mainsheet* readers. You will be missed. —Jim Holder and *Mainsheet* staff

Since the Bill of Sale will be used for registration and tax purposes, the requirement for the Bill of Sale needing to be notarized varies from state-to-state.

O-rings and Whale Pumps, Perko Raw Water Strainer, and Answers!



C350 Association
Technical Editor
Bill Templeton

It is with heavy heart....and empty wallet ... That I report the ultimate demise of the Admiral's favorite camera – reference this past Winter issue and comments on leaks. On the bright side, the Christmas list this year was quite short....one item. What I have submitted this time is three-

fold.....First: The lowly o-ring and kudos to Whale Pumps. Second: A quirk discovered during winterizing the engine about Perko raw water strainers. Third: Some “in practice” successes to three infamous C350 issues as reported by Les Fontaine. **–Bill Templeton,** pbtemp6816@verizon.net

The Lowly O-ring and Kudos to Whale Pumps

The deck plate (mounted starboard side cockpit footwell) is held closed by an o-ring recessed into the lid. Like any rubber product exposed to the elements its life is limited. I replaced it once with a “match” I found at my local hardware store but this time they no longer stock any o-rings near the correct size. I googled Whale Pumps and in their on-line catalog found a “Gaiter Kit” that included the o-ring and rubber diaphragm. But, I only need the o-ring. Using their website contact form, Paul Alexander (quality engineer) responded, identified the o-ring and promised to “post” two to me that day at no charge. I wrote an article “The Companies Catalina Keeps” in the Spring of 2014 *Mainsheet* lauding customer service by Raymarine, ICOM and Garhauer.....add Whale Pumps to that list. I never expected to get free o-rings after 13 years. The “replacement” -ring I used before measured 1/8" x 3" ID x 3 1/4" OD ... I located a 5-pack on Amazon for \$6 plus S&H. Noting that the address for Whale is in Ireland and fearing the ring was metric,



Whale Deck Plate



Whale Gaiter Kit

I asked for the spec for the OEM product..... Paul A. told me the o-ring is 3.53 mm x 74.61 mm. This equates to a diameter of 3" and a thickness of less than 1/8"....it makes sense now because my 1/8" replacement from the hardware store made the deck plate cover difficult to close/seal. **–Bill Templeton.** C350 #333 Makani Kai

Perko Raw Water Strainer

During winterizing of the engine on *Makani Kai* this season, I discovered an interesting quirk about the Perko raw water strainer. (As an aside, this year I discovered I could use my wet/dry shop-vac directly on the hose bib drain to pull all remaining water out of the water heater.... and reduce the amount of antifreeze I need for the potable water system) My norm has been is to pour two gallons of antifreeze directly into the (open) Perko raw water strainer while my wife (in the cockpit) runs the engine. As I opened the strainer I noticed some eel grass in the basket....no problem, I set it aside to clean before I put everything back together. Pat fired up the engine and I poured my two gallons into the Perko unit.... hollering up..."is the exhaust pink yet?" and getting the answer I didn't want..."no water coming out". Shut the engine down and discovered I left the engine seacock open thereby dumping two gallons of antifreeze on the ground. Well, I always buy extra antifreeze so closed the seacock and proceeded again.....the engine wouldn't draw the antifreeze through the strainer. My first thought was that I “smoked” the impeller by running it dry. But. wait....I use the Globe “run-dry” impeller that is supposed to last 15 minutes without water before any damage. I opened up the raw water pump and found the impeller damaged....but not to a point (no vanes missing) that it shouldn't pump. (Another aside I had let the impeller go longer than I should have before replacement thinking the “run-dry” would have a



Perko Intake Strainer

longer life....may be true...but, I'm not even going to tell you how long it had been). I carry a spare so completed a maintenance chore that I should have done anyway. Fired up the engine and STILL it did not draw antifreeze through the strainer. Checked all the hoses and the orientation of the vanes of the impeller. Checked “water patency” back to the strainer. Disconnected the water hose from the strainer and using a funnel poured antifreeze directly into the hose (bypassing the strainer) and the engine sucked that pink gold right in. So my problem was with the strainer! Thinking I'd just pour my two gallons direct via a funnel and figure it all out later..I glanced at the galley sink where I had left the strainer basket (with eel grass) and thought...NO! Got rid of the eel grass, put the basket back in the strainer...fired up the engine and began pouring antifreeze into the open strainer ... I was hard pressed to keep up with the rate the engine drew fluid in! I know a lot...mostly by the principle “... experience keeps a dear school and fools will learn by no other”. So add another experience for this fool....be sure to replace that basket if you expect to draw antifreeze thru the strainer into the engine during winterizing. **–Bill Templeton.** C350 #333 Makani Kai

During winterizing of the engine on Makani Kai this season, I discovered an interesting quirk about the Perko raw water strainer.

CATALINA 350 INTERNATIONAL ASSOCIATION

(continued from previous page)

2016's "Hot" Keys' Lessons

What follows are excerpts from Les Fontaine's 2016 cruise on *Asena* (2003 C350 hull #89) from St. Petersburg, FL to the Florida Keys. Some "in practice" answers to common C350 issues. —**Bill Templeton**, pbtemp6816@verizon.net

Refrigeration, Power, Cavitation

Spending a couple of months during late summer and early fall in the Florida Keys isn't something I would recommend to anyone with an aversion to very warm – ok, very hot and humid weather. Not surprisingly, it isn't just the human machine that extreme heat and humidity impacts.

While I have been aboard for a few days when it was extremely hot, this was my first experience doing so for an extended period. There are a few things I took away from the experience that may be of benefit to other cruisers.

Refrigeration

There is great deal of forum space dedicated to the 350's refrigerator and freezer. Since relocating from the Mid-West to Florida we found that as the weather warmed, our refrigeration system performed similarly to that discussed in the forum – less than the best, especially for supporting our live aboard needs.

While some attempt to enhance the units was warranted, I was neither comfortable nor willing to completely redo the boxes as some have done, but did make a couple of the simpler, easy suggestions offered in the forum, along with a couple of my own inventions:

In both boxes, the gap found below the counter top was sealed, and a ½" removable insulation was cut and placed inside the boxes along their exterior walls. In the freezer, a removable insulated divider was fitted that reduced the stern end of the box by 6 or so inches, and a deck mat was used as a liner to maintain air flow around bagged ice. In the refrigerator, access to the upper portion (through the front/vertical door) was blocked with a sheet of insulation to impede air loss when the lower door was opened, and a deck mat was used to line the lower box bottom to assure ice melt would drain. And just to see what would happen, the air flow of the refrigerator fan was reversed to expel into the space created by the divider in the freezer box.

This modest attempt to enhance the units has worked for us. Of course, most of the months we lived aboard each year do not include the extremely warm ones of summer.

When faced with dealing with summer's extreme heat, the unit ran constantly and its efficiency really suffered, *but it did not fail*.

Items fully in the freezer condenser box remained frozen – nearly as well as they had in the past. Both sections of the refrigerator held acceptable, but at lesser temperatures...none of the perishables in the upper section spoiled and beverages in lower section were cold. The 10 to 15 pounds of ice normally kept in the freezer box did however tell another story. We could usually count on keeping ice for the better part of a couple of weeks with minimal melting. During the trip, until the weather broke, a bag of ice only lasted a couple of days.

Even with its obvious shortcomings, the 350's refrigeration works well enough, even in extreme conditions (with a few tweaks and a 10# bag of ice every other day), to afford living comfortably on the hook or mooring.

Power

As great as refrigeration is to have, it drains the batteries. Even with a pair of 140 watt solar panels, our 450 amp battery bank was hitting 12 amps (less than 50%) by the third day at mooring. Of the boats around us, solar was common, as was some type of generator. Most mornings the hum of a portable unit topping off batteries was the norm.

Solar panels were added before my first Keys adventure in 2014. During that trip, the summer's extreme weather had already broken and the panels were, for the most part, sufficient for *Asena's* power requirements, whether at anchor or moored. This trip, while the amount of daylight and cloud cover was materially the same, the batteries needed to be charged by the third day, if not sooner.

Lucky for me, when we bought *Asena*, the original owner had installed an inboard diesel generator. In the seven plus years we've owned her, we have never run it overnight. Carbon monoxide, even though we have a couple of sensors, intimidated me enough that I would not operate the generator without someone awake to hear the alarm.

In the past, when amps got low, I could run the generator for about four hours, and all was well. Not this trip. Four hours of charging didn't drop the charger's gage at all...like it was stuck at 30 amps. It seemed obvious that the heat was adversely impacting battery charging. I tried opening the battery compartment and running a fan while charging. No observable benefit. Next, I again left the battery compartment open and ran the air

conditioner, which seemed to do the trick.

It took all night with the air on to fully charge/equalize the batteries. Actually, it probably didn't take all night, but I didn't get out of bed to find out, and I am content not knowing.

What I do know now: (1) in extreme heat, cooled air facilitates battery charging (2) my fear of carbon dioxide from a properly installed generator was unfounded, and (3) a full night's sleep under air was good for recharging me as well.

Cavitation

Asena has the original prop it came with in 2003. There have been a couple of times when cavitation has been noticeable, but not to the point I have felt the need to invest in something else.

About five weeks into the trip, I began to hear that peculiar noise cavitation makes. Over the remainder of the trip the volume increased to the point it had me imagining that maybe the transmission or perhaps the prop shaft log was about to go.

As soon as I got back to the marina from my previous Keys trip, I had the bottom cleaned. The bottom was pretty well loaded with growth, as would be expected after a couple of months. While it was expected, I really didn't know for certain until the diver confirmed.

This trip the plan was to again have the bottom cleaned as soon as we returned. Unlike the prior trip, the bottom cleaning that should have been done just before leaving didn't get done. At the point when the cavitation noise started, it had already been over two months since the last cleaning.

Again the diver took longer than usual to clean, and again confirmed that the bottom was loaded with growth. I specifically asked about the prop, and was informed that it too had fairly heavy growth, which was what I had been hoping to hear.

The next day, when we left the dock with a clean bottom to top the fuel off, we enjoyed a very quite ride. The growth on the prop wasn't noticeably impacting performance, but it sure was noisy. I was thrilled that normal maintenance – and not an expensive repair – resolved this. —**Les Fontaine**, *Asena* 2003 C350 hull #89

Pointers for Our Potable Water Systems



C320 Association
Technical Editor
Chris Burti

We have a couple of pointers from Warren Updike for our potable water systems. —**Chris Burti**, clburti@gmail.com

I installed a separate filter between the pump and the tanks. I used a Pentek 158002 Blue/Black 3/8" Filter Housing with a CBC-5

carbon black water filter. This filter is the same size as the Culligan C-2 very popular in the RV trade. The carbon black filter is the key here. I had previously used the standard C-2 water filter; but, it can't hold a candle to the carbon black filter. The result is that the water from the taps is very drinkable with virtually no "tank" taste. Even if you add chlorine to your water tanks this filter will remove the chlorine taste.

I bought everything from www.filtersfast.com. Be sure to buy the separate mounting bracket and filter wrench too. Give them a

call. They are very helpful. Perhaps the best purchase under \$50 that I have made for the boat.

Pentek 158002	\$12.99
Filter wrench SW-1a	2.70
Bracket 3G-SL	3.70
Filter CBC-5	11.60
Shipping	5.99

The two screw-in 3/8" FPT fittings (with hose barbs) for the filter are not supplied. I had them from a prior filter unit. I'm sure they can be had at WM or any hardware store. If your boat uses the flexible PVC pipe, I'm not sure what you would use. One short piece of hose (or pipe,) with clamps (or fittings,) was needed to attach between the pump and the filter.

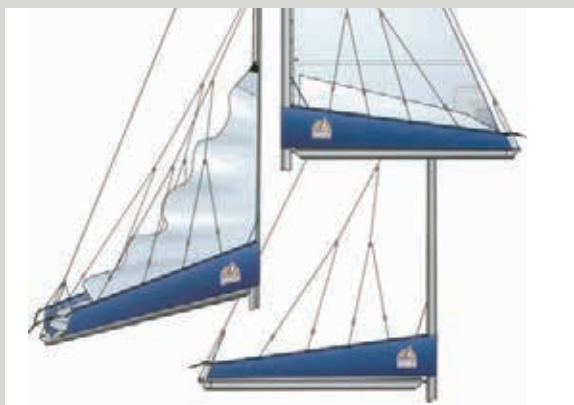
Our water pump is forward of the water tank on the port side under the settee. I installed the filter using the bracket on the compartment divider forward of the pump

where it is easy to get at. The wrench I just leave in the compartment under the filter. I change the filter each Spring after commissioning the water system.

Hot water odors

Another suggestion you might be interested in deals with odors from the hot water heater. As you may know, the 180 deg temp of the engine cooling system that heats the water when motoring is much hotter than when using the electric heating element. When water that temperature is left to cool unused, it seems to generate a smell in the water. I think it is hydrogen gas separated from the water within the tank. To avoid this, I make it a practice to run an ample amount of water (perhaps a gallon or more,) from the hot water faucet before leaving the boat. This brings the temp of the water in the tank down to something more approaching normal hot water, and seems to mitigate the foul odor in the water. I also open the faucet in the galley after I turn off the water pump to depressurize the system. —**Warren Updike**, Warr De Mar, # 62

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

Get Ready for Spring DIY Projects



C30/309
Association
Technical Editor
Max Munger

Special Thanks to Ned Mabanglo, Tom Rossing, and Ed Reimbold for these articles.

—Max Munger,
maxmunger@verizon.net

New Galley Construction

Someone mentioned new countertops, and gluing new laminate

over the old. My whole galley was made out of woodgrain laminate and it was very faded. Since there is no way to refinish this, I started from scratch and built a new galley last spring.

I used Meranti Mahogany marine plywood (1/2 Inch). I took apart the old galley unit and used the pieces for a pattern. I stained it with Minwax Stain (Sedona Red 222) and sealed it with 5 coats of Minwax Helmsman Spar Urethane. I also sanded down the original trim, and stained and

sealed using the same Mixwax. The trim color is really close match to the original trim on the boat.

I made new countertops out of the 1/2" ply and glued new laminate to the top. I extended the countertop about 6" aft towards under the cockpit seats (similar to the newer MKI's), removed the oven and enlarged the counter. I will cut to fit when I get a new oven/stove. I also have to refinish the galley drawers still.

I have made a new panel at the Nav station for new electric circuits (12V) and radios, and will build a new Nav cabinet this winter, reusing the old face with the same stain and urethane.



New Galley



New Nav Station

I did most of this in 2 weekends in my garage, and then taking the parts to the boat for final fitting. —Tom Rossing, 1975 C30 #70, New Perspective, Blaine, WA

My whole galley was made out of woodgrain laminate and it was very faded. Since there is no way to refinish this, I started from scratch.

Book List:

Its not too late to augment your winter reading on spring DIY projects. Here is a recap of a recommended book list accumulated from years past. My favorite books are the ones written by Don Casey and Ferenc Mate. Another book by Ferenc Mate titled "The Finely Fitted Yacht" illustrates woodworking projects for your boat. Hopes this list helps. —Ned Mabanglo, c27 "Mister Toad", Berkeley, CA

This Old Boat

by Don Casey
1991 International Marine
ISBN 0-87742-262-1

Sailboat Hull & Deck Repair

by Don Casey
1996 International Marine
ISBN 0-07-0133697

Sailboat Refinishing

by Don Casey
1996 International Marine
ISBN 0-07-013225-9

Canvaswork & Sail Repair

by Don Casey
1996 International Marine
ISBN 0-07-013391-3

Modern Boat Maintenance

Editor: Bo Streiffert
1989 Sheridan House
ISBN 0-911378-97-9

The Fiberglass Boat Repair Manual

by Allan H. Vaites
1988 International Marine
ISBN 0-87742-228-1

Take The Mystery Out of Boat Maintenance

by Lawrence A. Diamond
1989 W.W. Norton & Co.
ISBN 0-393-03335-X

Shipshape - The Art of Sailboat Maintenance

by Ferenc Mate
1985 Albatross Publishing House
ISBN 0-9200256-33-3

Boatkeeper

Edited by Bernard Gladstone and Tom Bottomley
1984 Hearst Marine Books
ISBN 0-688-03565-5

More Boatkeeper

Edited by Bernard Gladstone
1988 Hearst Marine Books
ISBN 0-688-07645-9

Boatowner's Mechanical and Electrical Manual

by Nigel Calder
1990 International Marine
ISBN 0-07-157287-2

Boatowner's Illustrated Handbook of Wiring

by Charlie Wing
1993 International Marine
ISBN 0-87742-383-0

The 12 Volt Bible

by Miner Brotherton
1985 Seven Seas Press/International Marine
ISBN 0-91516-081-1

The 12 Volt Doctor's Practical Handbook

by Edgar J. Beyn
1983 C. Plath
ISBN 1-878797-00-X

Wiring 12 Volts For Ample Power

by David Smead and Ruth Ishihara
1989-1995 Rides Publishing Co.
ISBN 0-945415-03-6

Cutlass Bearing Tool

I made a cutless bearing puller that can be used to remove and replace the Cutlass bearing without having to remove the prop shaft. All of the materials were purchased at Home Depot for less than \$45 and the angle grinder was on sale at Harbor Freight for \$12. I haven't tried it yet but I think that it'll work just fine. (I Hope) **—Ed Reimbold, Troika 1980 TRBS #1914 Lake Lanier, GA**

Bill of Materials:

Three 1 1/4" Floor Flanges
One 1" Nipple 6" long
One 1 1/4" X 1" reducing Bushing
Two 1/2" X 12" Bolts
Four 1/2" Cut Washers
Two 1/2" Bronze Washers
Two 1/2" Lock Washers
Two 1/2" Nuts

Tools Required:

1/2" Drill Bit
4 1/2" Angle Grinder
4 1/2" Cut Off Wheel
Pipe Wrench



Picture Cutlass Parts

Construction:

1. Enlarge two of the four holes in each flange by drilling with a half inch drill bit
2. Using a pipe wrench screw the 6 inch nipple into the backside of the reducing bushing followed by screwing the bushing into the back side of the Floor Flange.
3. Using the angle grinder with the cut off wheel cut one end of the nipple off four and a half inches from where it protrudes from the flange being careful to cut it straight and flush.
4. Mark a 1 inch slot on the remaining two of the flanges and cut a slot on one side on each of the flanges so that they will be able to slide over the prop shaft.
5. Assemble the pieces as shown in picture.



Picture Cutlass Remover

Using the Puller:

1. Remove the propeller from the shaft and place the flange with the nipple attached over the prop shaft sliding it up to the Cutlass bearing.
2. Place a sandwich of washers on each bolt, first a steel washer followed by a bronze washer and another steel washer and insert the bolts into the half inch holes in the flange.
3. Place the two slotted flanges over the forward section of the prop shaft back to back and slide them onto the bolts and screw on the lock washers and nuts.
4. Snug up the assembly being careful that the two slotted flanges are centered on the forward section of the strut so that the bearing will be able to slide out.
5. Alternatively tighten each bolt forcing the Cutlass bearing forward out of the strut.
6. After the bearing is removed it can be easily sliced in half using a hacksaw or the angle grinder for removal.
7. Insert the bearing that has been sitting in ice water or a freezer overnight by pressing it in with the puller being careful that everything is lined up and the Bearing starts out parallel to the shaft.

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CATALINA 28 INTERNATIONAL ASSOCIATION

Tips, Tricks, Tweaks and Tidbits from C28 Sailors



C28 Association
Technical Editor
Dick Barnes

Enjoy these wonderful tips! —**Dick Barnes**, dick-barnes@earthlink.net.

TIP: My companionway is secured with a keyed padlock. When I unlock the boat I lock the padlock onto the traveler or dodger thus requiring me to have the key that unlocks it in my hand

when I lock the boat back up. That avoids locking the boat up while the only key that can unlock it is still in the boat. —**Tony Bacon**, Vela Via, No. 191

TIP: For years I used a keyed padlock on the boat. Then I moved the boat to a marina that is 3 1/2 hours from home. A friend suggested that I use a combination lock so I could have someone check on the boat without having to have a key. It has made my life easier when I get halfway home and remember I've left the battery on in the boat. All I do is call a friend to go turn it off. —**Art Harden**, SeaQuence, No. 19.



TIP: I've always used a brass combination lock on the companionway, mainly to avoid locking the keys in the boat, as Tony mentioned, or dropping them in the water. A few years ago I switched to a combo lock with big numbers that are much easier to see if you're coming back to boat in the dark. —**Dick Barnes**, Newsboy, No. 455

TIP: Run a tube of Chapstick on the plastic zippers in your dodger, bimini and sail covers to keep them lubricated. —**Tim Prouty**, Encore, No. 26

TIP: Practicing this maneuvering tip gave me confidence in close quarters: From a stationary position, turn the wheel hard to starboard. Put the gearshift forward and throttle up half way to full throttle for one second then throttle back. Go to neutral and wait one second. Put the gearshift in reverse and throttle up half way to full throttle for one second then throttle back. Go to neutral wait one second. Repeat the procedure and the boat will rotate within its own length. You can modify either the forward or reverse one second count to allow for wind and current. —**Bob Thomas**, No. 498

TIP: If you need to back down a long fairway, it's easier to stand in front of the wheel and look backwards. My wife remembered that this is how the bareboat dock crews backed the boats into the slips at Tortola. —**Bob Begani**, Ciao, No. 185

TIP: I use heavy-duty hook and loop adhesive fastener strips to mount many items on the boat so I don't have to drill holes. The fasteners fail after several years and I have to install new ones. Last week when I removed the strips from the winch handle holder,

the adhesive stayed on the holder instead of coming off with the strip. It was way too much to remove with Goo Gone. I found that that a vibrating multi-tool with a scraper blade does a great job of removing adhesive buildup, construction adhesive, tile mastic, etc. It just cuts/slides between the glue and the material and you just have to remove the glue ball from the scraper blade. —**Mike Smalter**, Worlds Away, No. 539.

TIP: When I'm not on the boat, I leave my engine key on top of the Racor filter, which is near the thru-haul valve for the cooling water. This is my way of reminding myself to always open the valve when operating the boat and to close the valve when I'm leaving the boat. —**Dick**, Newsboy

TIP: When I was having problems with my not starting when hot, fellow C28 Association members recommending removing the trailer connectors in the wiring harness, cleaning the ground strap and installing a solenoid relay to the glow plugs. That solved the problem and resulted in more relaxed sailing. —**Bob**, Ciao. --While on a cruise to a nearby island I spent a couple of hours polishing and waxing the cockpit gel coat. On a whim I took the cleaner/wax-covered terry cloth towel and rubbed it over one of the lifelines. I couldn't believe my eyes! My wife, Bernie, and I spent the next 20 minutes cleaning all of the lines and they look like new. Next I tried that stuff on the rub rail and it works there as well. I only did a couple of inches. I will finish the rub rails later. The product I used is 3M cleaner wax. I think I'll try it on my shore power cord as well. —**Tony**, Vela Via

TIP: To remove the compass from the Edison pedestal, you first snap off the hood. Four of the screws underneath fasten the compass to the binnacle. The others hold the compass together. The four are distinct and evenly spaced. I think the heads are a bit larger than the others. Lift the compass up and out after unplugging the light connector. I sent mine off to Viking Instruments for refurbishing and it looks brand new. —**Tim**, Encore

TIP: To restore a hazy compass dome, use headlight lens cleaner or jewelers rouge and a Dremel tool with polishing head, low rpm and faster as it clears up. —**Ken**

TIP: I had a "click but no start" problem a few months ago. I thought I was in for the dreaded job of replacing the solenoid. Someone suggested that I check the

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12-volt line that comes from the start switch and goes to the solenoid. I found a loose-ish terminal, tightened it and problem solved. The C28 email forum is great. Without the hint from one of you I probably would have replaced the solenoid and the starter only to find that I had not fixed the problem. **—Bill and Nancy**, L.O.L., No. 130

TIP: I replaced my main halyard and topping lift last week and everything went flawlessly. If I hadn't read the email posts on halyard size I would have followed my inclination to upsize, but after reading the comments I stayed with the specified sizes, 5/16 of STA-SET-X for the main halyard and ¼ for the topping lift. To replace the lines, I made a modified long splice by cutting a few inches of the core out of the existing halyard and the new line and stuffing the cover of the new line into the old halyard. I then stitched the lines together and pulled the new line into place without incident. **—Gary Gamble**, Messalina, No. 532

TIP: Here's a tip on heaving-to. First, beat into the wind with the jib properly trimmed. It's best to have a 135 or smaller jib. If you have a 150, I would furl it partially. Then tack without touching the jib sheets so the jib is on the windward side of the boat after tacking. Let the main sheet loose to hide it behind the jib. Steer about 45 degrees off the wind, then lock the wheel or engage the Autohelm without turning it on. Tighten the main sheet just enough to give it some shape. I usually leave the rudder centered, but you may need a slight adjustment to the wheel to keep the boat steady. You don't want it hard over. If you want a little more forward speed you can pull in the main just a little. **—Mike**, Worlds Away

TIP: When you change your engine oil, use a wine box bladder. (Yes, you must to drink the wine first.) With the spigot removed, the bag lies very nicely in the



bilge with the hose from the pan inside and it slowly fills up. Then carefully remove from the bilge and replace the spigot. Put it in a cardboard box or a cut-off one gallon milk carton and mark it as used oil and leave it out for waste management to pick up. **—Bob**, Ciao

TIP: Another tip for having steerage while backing is to goose the engine to get speed, then throttle down and put it in neutral. You get enough speed to steer, and eliminate the prop walk by putting it in neutral. This is my 8th year with my C28, and I am still learning and practicing. **—Mike**, Worlds Away.

TIP: If your onboard water pump cycles on and off, like mine did, it may be a bad diaphragm. Try fixing the pump before buying a new one. I rebuilt my 18-year-old Shurflo pump for under \$20. The technical support at Shurflo was excellent. If you replace the diaphragm, soak it overnight in soapy water. **—John**, Nicky Dan, No. 360



If your onboard water pump cycles on and off, like mine did, it may be a bad diaphragm. Try fixing the pump before buying a new one. I rebuilt my 18-year-old Shurflo pump for under \$20. The technical support at Shurflo was excellent. If you replace the diaphragm, soak it overnight in soapy water.

Winterizing the Fuel Tank

Question: Should I leave the tank full or drain it? And why? I'm located north of Boston so we get reasonably cool winters, lots of freeze thaw cycles. **—Justin**, 1996 MkII No. 558.

Reply: You should keep it full to keep condensation from forming in the tank. **—Art Harden**, Tortuga

Reply: I wouldn't worry about the diesel freezing. You might get mixed advice on the full versus empty. Some say keep the tank full to avoid condensation. Some say keep it low to avoid asphaltene or something like that from forming. So, I just do nothing. That said I also live in the Pacific Northwest about 100 miles inland from the coast with a fairly temperate climate around. **—Tony Bacon**, No. 191

Reply: I have hull No. 293 and I'm in Salem, MA. I have always topped off my tank and treat it with Biobor or a similar product. The reasoning I have been given is this keeps condensation to a minimum over the winter. I use about 40 gal of fuel a season on average May to Oct. **—Bernie Noon**.

Reply: I also fill my tank and put in a stabilizer and biocide. Although RC Collins (Mainesail) did tests to actually see if condensation is really an issue and he's skeptical. I've filled my tank for three winters now and the engine always starts right up in the Spring, so I don't think it's hurting anything. **—Bruce, Citizen**, No. 477.

Reply: I absolutely agree that a full tank has less chance to condense than a partially full one.

I would also say that if the partially full one has wind direction to breathe that it will condense very little. I would guess less than 1/2 a teaspoon on a bad year and if the filters can't handle that it's a pretty poor system. A Racor should be able to stop about 4-6 oz before and issue but it should never get that far on regularly serviced filters.

I would also bet, take the same boat in the same conditions and turn it 180 degrees and it will condense more in one direction than the other due to prevailing winds and the tanks ability to breathe. A better breathing tank, helped by the wind flow will condense less.

I fully understand and appreciate why someone would store full, but personally, I use less than a gallon of fuel a year and don't want to fight the stale fuel issues. Every boat experiences its own environment based on location, prevailing wind flow and direction, temp swings and humidity and I'm sure some others. I don't think one size fits all. **—Ken Cox**.

CATALINA 22 NATIONAL ASSOCIATION

Catalina 22 Sport



C22 Association
Editor Rich Fox

I recently had the opportunity to join a new local Catalina 22 skipper who regularly sails one of the several new Catalina 22 Sports purchased by the Freedom Boat Club. To the casual observer, the new Sport looks surprisingly similar. The change

is with the spars and rigging. I think it was a very nice improvement. Join me as we take a closer look at the 4 generation of the Catalina 22 - the Catalina 22 Sport.

At a quick glance, the Catalina 22 Sport looks remarkably the same as the Catalina 18, and the Capri 22. All three boats have the familiar Catalina single tear drop cabin windows, but that's where the similarity ends.

The Catalina 18 and the Capri 22 are both fixed keel boats, where the Catalina 22 Sport retains the time-proven swing keel design. The Catalina 18 and the Capri 22 are both fractionally rigged, where the Sport retains that familiar powerful masthead rig. The Capri 22 and the Catalina 18 have upper and single lower side stays, where the Catalina 22 Sport retains that strong rigging set-up with side uppers, and fore and aft lower side stays.

Catalina Yachts was thinking of future maintenance with easily removable access panels should the keel hanger weldments need replacement. The keel trunk is covered with a removable fiberglass cover, and the keel lock bolt is on the starboard side. There is a stainless steel compression post assembly similar to the new design and MK-II versions. The cooler doubles as the entry step into the cabin, and the familiar keel winch is mounted at the companionway with a white Starboard winch cover. The cabin overhead retains that quality smooth fiberglass surface that is so easy to wipe clean. Nice to see that Catalina Yachts has not gone with the cheaper short nap carpet glued to the cabin interior like some manufactures use.

The cockpit is slightly longer than any of the previous versions of the Catalina 22, and the cockpit combings are extra wide for outboard sitting. The stern is adorned with a simple pulpit which incorporates the mainsail traveler. The cabin top is fitted with a couple stainless steel hand holds, and the hatch boards are held in place with a very nice looking lengths of flat polished stainless steel.

The spars are now manufactured by Selden, and everything about them is different. My first impression was WOW! These are some serious spars, especially the boom!



The rigging is basically the same set-up, however, the side uppers don't go all the way to the masthead, and aft lower stays run to the spreader bases, and the forward lowers are secured to the mast below the spreaders. The spreaders are no longer the round tubes, but have a more airfoil shape to them.

The gooseneck assembly is now riveted in place, as well as the new solid vang design, which features a spring loaded aluminum tubes with a block and tackle to control it.

The mast step is also completely redesigned utilizing an aluminum casting for the tabernacle. There is a turning block with a cam cleat mounted to the mast below the

boom for the single line jiffy reefing system. On the bottom side forward on the boom is a turning block and cam cleat for the internal outhaul system.

The masthead assembly now incorporates toggles for both the fore and aft stays. This will help prevent kinking of the stays from repeated rigging and de-rigging while trailering.

The overall fit and finish on the new Catalina 22 Sport is beautiful, typical of Catalina Yacht quality. Although the Catalina 22 Sport was aimed toward the racing enthusiast, this is a Catalina 22 that even a cruising couple would enjoy!

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Catalina Fleet Rosters Returning!

We will be 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. *Here is a sneak peek at how this will be formatted! Mainsheet Editors, make sure to submit your current info in this format next issue!*



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#6, San Diego
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crew@ceibaone.ca
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calypso36@comcast.net
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**#10, Gold Coast (Ventura &
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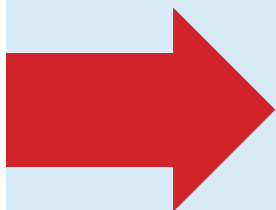
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CSMB Santa Monica Bay,
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http://www.catfleet69.com
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Let us know where you sail!

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

INTERNATIONAL ALL CATALINA ALLIANCE (IACA) Catalina Fleet 21, Chicago



Jackson Park Harbor

Due to hot muggy weather and with limited wind, autos as a mode of travel took **Catalina Fleet 21 Chicago** up to Kenosha to a member's home on the edge of the Lake Marina. There we enjoyed cocktails, then moved to the Yacht Club for Dinner. Our next outing with several boats participating, was a trip on the lake for an overnight at the newest marina at 31st Street in Chicago. August found us again land traveling to Jackson Park Yacht Club for a fantastic Seafood Fest. The weather was warm and clear with a stunning view of the sunset outlining the Chicago skyline.

August found us again land traveling to Jackson Park Yacht Club for a fantastic Seafood Fest. The weather was warm and clear with a stunning view of the sunset outlining the Chicago skyline.

Labor Day found us in Michigan City, Indiana for our annual weekend there. All enjoyed the lobster fest on the 800 dock Saturday night. Sunday a dinghy Poker Run provided fun and the cocktails served contributed funds to the Michigan City Yacht Club. A special note of a special member: In 1992 Jim and Doreen Collins accepted delivery of a new Catalina 34 into slip 625 in the Michigan City Marina. Sadly Jim left us in 1999 but his spunky wife has kept the boat. The condition now looks like new and several of us have joined her in multiple sailing enjoyments. At the present age of 85, Doreen was accompanied by two Fleet friends for a cruise up the coast in September to see the vessel lifted into the cradle to be stored for the winter and ready to sail again in 2017! Now it was time to dig out our fancy "duds" for the Annual Awards Banquet. This year's location was the Palos Hills Country Club where we were provided with our own private room. After cocktails and fabulous dinners, we moved on to the awards of Boat of The Year, Racer of the Year and Rookie of the Year. Then the Commodore's Award. Finally on to the installation of new officers. Our Commodore is James Caldwell, Vice Commodore is John Jackiw, Treasurer is Ray Kalinsky and Secretary is Shelia Caldwell. The evening continued with multiple items raffled, and music for dancing. A great time was had by all.



Jackson Park Yacht Club clam bake



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**CATALINA 42
NATIONAL ASSOCIATION**

Adventures In Camelot

**PART
ONE**

By Ricki Teeter

I wrote the first Catalina 42 article for the *Mainsheet*. I had been looking for C42 articles and not finding any, decided I was going to have to write it myself. Now 25 years later, I am Secretary for the International Catalina 42 Assoc. This is the story of my life in *Camelot*, a 3-cabinC42, hull no. 215.

My husband, Bob, and I have been sailing since 1976. That is 40 years! We started sailing in a Venture 222 named *Dulcinea* when we were in Boise, Idaho. Bob said it was from Don Quixote, and meant beautiful lady. Now remember, we were young and naive. We thought it was a yacht. It had a swing keel and a pop top, (no life-lines), and room for our new family of 4 children and us.

We got married the year before with 2 four year olds, and 2 six year olds. We know it was crazy, but here we are 41 years later with a wonderful family, six grandkids, and our first great granddaughter.

In July, 1975, I had taken Bob sailing with a previous boss in a C27. When he heeled the boat I thought I was going to die. At the end of the weekend Bob said, "We're buying a sailboat." I said, "Over my dead body!" By April, 1976, Bob had sold my little yellow 1970 VW for a pickup to pull the Venture. I mean, come on. He sold my baby for something I didn't even want.

Well, I survived, but not happily. I hated that first boat. I was scared to death Bob was going to fall off and leave me there with 4 little kids. I had nightmares. How could I save them all, and which one would be 1st. We raced it quite a bit and always, I mean



Ricki and Bob beside Camelot at the Roche Harbor 2015 Rendezvous

always, came in dead last. I was embarrassed but Bob said he was learning more and more. We had many adventures and kept that boat for 4 years.

In the meantime we moved to Utah in 1978 and Bob's office was across from the Catalina Dealer in Salt Lake City. Oh my gosh. He was over there so much. I'm sure he drooled over every boat he saw, but when a Catalina 25 came in that was only 1 year old, he was beside himself.

He traded in our Venture for the 1979 C25 we named *Windborne*. It had so much more room. It had standing headroom for me and the 4 kids, and almost for Bob who is 6'. It had LIFE-LINES!!!!, and a fixed keel. It was so much easier to sail. I LIKED IT. We raced all the time. We got really good at it. We won lots of gold, silver and bronze medals - just like the Olympics. We met the most amazing people who became friends for life. Sailors are the best.

In 1982 we moved back to Boise, Idaho. *Windborne* went to McCall, Idaho on Payette Lake in a nice marina where we could leave the boat all summer and go up every single weekend. It was a new marina and didn't have a lot of boats or racing activity.

We talked to some of the boat owners at this marina to see if they would like to stay there and possibly form a new yacht club. Most boaters in Idaho trailered boats from lake to lake all summer. We got some interest, so Bob asked the marina for a list of boats that were there or had been there

and made calls to invite them to a meeting at a restaurant in Boise the next spring. Mill Harbor Yacht Club was formed and was on the best sailing lake around. No clubhouse was available, no facilities for showers or laundry, no electricity on the docks, but we had a blast. The lawn was our club house. Potlucks and sailing stories were shared and friendships were made. Bob was the 1st Commodore. I don't even think we had dues back then.

The wind came up every afternoon by 2 o'clock, so we named it the 2 o'clock doctor, just like The America's Cup. Racing was fun, committee boats were members taking turns and setting up the race course. One of our racing marks was a rubber hobby horse tied to an anchor. The others were orange ball bumpers. There weren't any dock boxes for storage, so people just kept them on their boats till the next race.

Well, Bob got transferred to Portland, Oregon in 1989. We took *Windborne* to Portland and put her in Tomahawk Bay on the Columbia River. Sailing on a river was a real learning experience. We had current and tide changes for the first time. Live and learn.

The Tomahawk Bay Yacht Club had lots of sail and power boats. You usually only sailed 5 miles between the I-5 bridge and the I-205 bridge. It took 2 ½ hrs to sail up the river, going downwind, and 20 minutes to sail back, tacking your butts off. We washed the windows almost every time.

Bob decided he wanted to live on a boat. He had some real convincing to do to get me onboard. Our kids were grown but we were both still working full time jobs. He took me to a boat show in Annapolis, Maryland and we found the boat we wanted.

After a year in Portland, we decided to sell *Windborne*. We had had her for 10 years. Bob decided he wanted to live on a boat. He had some real convincing to do to get me onboard. Our kids were grown but we were both still working full time jobs. He took me to a boat show in Annapolis, Maryland. There were 400 sailboats to look at. We had to limit ourselves to 30' to 45' boats because we simply could not see them all. We did get to tour Jimmy Buffett's 65' Irwin though. WOW! The 30' – 34' were just too small to live in. Not enough storage. The 36' did not appeal to me. The 42' was like - now this I could live in. We kept going back to the C42. I think we went back to it at least 6 times. The last time, we actually stood in the anchor locker. We had found the boat we wanted.

We were on our way to Anacortes, Wa to test sail a C42, but Bob had been talking to a dealer in Tacoma, WA, and he decided to stop there and see what he had. There was a C42 and we were given a test sail. It was amazing. We ordered the boat that day. We picked the color – green water stripe, picked the package we wanted, tried to pick interior color but I was not impressed with the choices, so we sent them our own fabric. We finally settled on things and the price ended up SCARY. Reality set in. Carl, the dealer, asked “What can you install yourself, Bob?” Now my Bob can do anything. He wasn't scared at all. Bob and Carl went through the list of all the instruments, refrigeration, heating, etc, etc, and the price fell by \$30,000. Whew. Now that we can live with. ORDER IT.



1990 Ricki and Bob pose beside their newly-delivered C42, *Camelot*

She was to be delivered to Tacoma in May, 1990. It would take 6 weeks for rigging and we could have her by July. Now we had to choose a name. We thought about *Camelot*, our favorite musical. Someone gave us a book of 10,000 boat names. I was so sick of looking at boat names, and I finally said, “I still like *Camelot*.” So did Bob, so *Camelot* she was. We named our autohelm, *Merlin*, and our dinghy, *Wart*, after characters in *Camelot*.

We took possession on July 4th weekend. Bob, Carl, his wife and son, an uncle, and 2 riggers made the trip with Bob from Tacoma,

WA to Astoria, Or. It took 42 hours. I drove Carl's van to Astoria. Our friend, Tom Edwards, helped Bob and me bring *Camelot* up river from Astoria to Portland. It was a 2 day trip. We anchored halfway and stayed overnight. Tom showed Bob how to back the boat into the slip at Tomahawk and we were home! In 2 weeks we were moved out of our apartment, on the boat, and Bob had everything installed as planned. Our life in *Camelot* had begun.

CATALINA 400/445 INTERNATIONAL ASSOCIATION

Fair Winds And Following Seas



C400/445
Commodore
Frank Falcone

John Clements, our C445 Technical Editor for the last few years, has decided to sell his C445 *Tangaroa III* and so has resigned as our C445 Technical Editor. All of us in the Catalina 400/445 International Association wish to express our sincere thanks to John for his outstanding work as our first C445 Technical Editor. John's articles were informative, clear, easy to follow, and focused on important technical issues that we all can embrace. Thanks John! We wish you continued 'FAIR WINDS and FOLLOWING SEAS'!

By now all of our members who are 445 owners should have received an email asking for you to consider volunteering to take over the C445 Technical Editor's responsibility. If you missed that email and have interest in the position please contact me by email at frank.falcone@villanova.edu or by phone at 610-519-7920. At that time I will be able to let you know if we already have a volunteer or if the position is still open. Thanks for considering helping your Association. —**Frank Falcone**, frank.falcone@villanova.edu



C400/445
Association Editor
Martha Bliss



C400/445
Association Editor
Dan Bliss

**Read
Fighting
Off Fear,
by Frank
Falcone, on
page 10 of
this issue!**

Martha and I have completed several overnight pas-

sages. We have worked hard at learning to use Radar and AIS. Their benefits are amazing. It doesn't eliminate the need to use our eyes, but they do tell us some things before our eyes pick them up. The important thing in using these tools is to practice them in the daylight so that you learn what the images on your Chart Plotter mean! —**Dan and Martha Bliss**, Association Editors

CATALINA 380/385/387/390 INTERNATIONAL ASSOCIATION

Thank you Bob!



C380/385/
387/390
Commodore
Bill Ahillen

With Bob Bierly moving on I would like to thank him for his 9 years of service and support our Association as Secretary and Treasurer. He has always been on top of the membership functions and financial management. He will be missed not only with his work as an officer but as an excellent contributor

to discussion group with his knowledge and insight. Thank you Bob.

To fill the Secretary/Treasurer role Bob Goldman, owner of *Xanadu* C380 hull #243, of Pelham, New York, has volunteered to replace Bob Bierly as Secretary Treasurer. Bob has been a member of the Association since 2007 and is a frequent contributor to the Yahoo Groups site. We all thank you for stepping forward to help the Association.

—Bill Ahillen, bahillen@comcast.net

The State Of The Association



C380/385/
387/390
Secretary/Treasurer
Bob Bierly

The state of the Association is good considering the conditions under which we operate. For most of 2016, the quarterly membership stayed at about 225 members. That level was sustained by small additions of new members off setting losses of older owners. Entering 2017, we have 223 members, including 142 C380 owners, 54 C387 owners, 23 C385 owners, 3 C390 owners and 1 owners of the CM381.

Not withstanding the somewhat improved national economic outlook, improvement in boating in general seems limited, though a number of our long term members have successfully sold their boats. Compared to when I looked at “market penetration” last in 2013, we have slipped.

Model	Total Hulls Built	2013 Members (%)	2015 Members (%)
C380	383	130 (39%)	142 (37%)
C387	154	64 (41%)	54 (35%)
C385	61(known to me)	19 (31%)	23 (38%)
C390	27	4 (15%)	3 (11%)
CM381	70 (estimate)	4 (6%)	1 (1%)

Only C385 shows much growth for two obvious reasons. One, we learn who they are and they received subsidized initial memberships from Catalina Yachts. Our challenge is to make membership worthwhile enough for them to continue that association.

Meanwhile, the treasury of the Association is in excellent shape with assets of \$20467. But, please do not be mislead by that number. A significant portion of our treasury represents prepaid memberships including *Mainsheet* subscriptions. At this point, about a third of our members have paid for and are due portions of their two year renewals. My estimate of that future cost is at least \$3216 at current prices and postal rates.

As of early October 2016, our income (primarily dues) was just \$4030 while expenses were \$3217 for a net gain of about \$812 for about the first three quarters of the year.. This compares to a net gain in all of 2015 of \$1058.

This report will be my last as Secretary/ Treasurer of the Association. I have been doing this since early 2008. Our beloved *Cmon Wind* (C380 hull #255) is for sale much to my chagrin, but it is time to move on. Bob Goldman owner of *Xanadu*, C380 hull # 243 will be taking my place as Sec/Treas. It has been a pleasure working with all of you over these several years. Best wishes to all.

If any member has a question about the treasury or membership, needs a application for a prospective member, or has any other question please email Bob Goldman at rg_inflsys@verizon.net or write to the address shown on the column head. (BTW that is an underline between the rg and the inflsys in his email). —Bob Bierly, bojabierly2@aol.com

Thank you 445 Tech Editor John Clements and 380 Association Secretary Treasurer Bob Bierly for all your contributions! —The Catalina family, James Holder, and Carol VandenBerg

Our beloved *Cmon Wind* (C380 hull #255) is for sale much to my chagrin, but it is time to move on. Bob Goldman owner of *Xanadu*, C380 hull # 243 will be taking my place as Sec/Treas. It has been a pleasure working with all of you over these several years. Best wishes to all.

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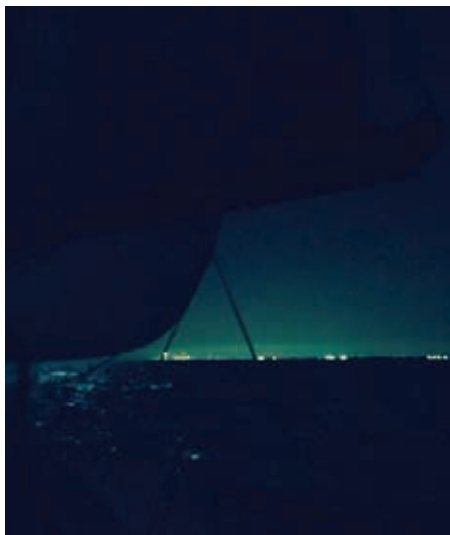
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Another Cruising Adventure

By Bill Ahillen, *Kathy II* Catalina 380, Chicago, IL

Last year, the *Kathy II* sailed the eastern shore of Lake Michigan with four couples and focused on destinations. This year a small crew sailed the western shore with a focus on the open sea and adventure. Our goals were to include one night at sea, cook and sleep on board, long passages and maximum use of sail power. Our plan was to follow the wind and adjust schedules and destinations with the conditions we encountered. The "guys only" crew, George, Larry and I were committed to hard sailing and pushing the envelope with the *Kathy II*, an early C380. It was Mid-September and southern Lake Michigan was starting to transition to the fall windy northern pattern. It was either do the cruise in September or wait until next year.

Departure forecast not favorable but doable. Actual weather was windy and high seas, I would not take my spouse in these conditions, beyond her comfort level. We enjoyed a day sail before departure with our regular crew of eight and had an early dinner our dock. Bidding our spouses good bye, three of us were packed and ready to go then departed DuSable Harbor, Chicago, IL about six pm with a couple hours of light remaining. We set sails and made great speed but very poor VMG, 2 hours work netted 5 miles to the destination. The wind, seas and a lot of power above brought thoughts of how much the rig could really handle. You never know when that next huge wave and gust would bring on a very bad outcome.



Sailing at Night



A few storms left behind

Down with sails, we hugged shore under power when the sun went down. The seas were running 6 to 9 feet and 20 knots of wind on the bow. Dodging a number of thunderstorms, there was always something going on. To maintain speed, we had to stay about 30 degrees off the wind. Our first leg was 137 miles and we were making 5 knots VMG with the GPS showing 6 knots. We saw our first destination becoming impractical.

We were thankful for the AIS information displayed on the MFD. We tracked a number of large ships and in the middle of the night tracked one 700 foot vessel 8 miles ahead coming straight at us 5 miles off Racine, WI closing speed of 18 knots. We decided to turn to port toward shore to clear his route and avoid higher waves at 2 miles. She turned toward shore too and turned on a flood light that turned night into day, unbelievable. A quick 180 degree turn put us out to sea that we should have done in the first place. We never were closer than 1/2 mile but it was a great learning experience.

The next morning we were off Milwaukee, WI the wind finally shifted 90 degrees to starboard and we put up spinnaker. It was fun but constant work. With the wind blowing 15 knots gusting to 20 knots, after a few hours we dropped the spinnaker and went back to the genoa having much less trouble with rounding up. While hoping to make Manitowoc, WI the first day it was apparent that we needed to adjust and stop in Port Washington, WI after a hard 21 hour leg. Tying up in the slip in late afternoon we were off to a restaurant and a good meal followed by an early bed call.

The next morning in Port Washington, WI we checked out the harbor and fueled up. The tank was very low even though we carried a 5 gallon can of diesel reserve. In ret-

spect, we determined that we filled up the tank in Chicago to full on the gauge but the tank still could have held 3-4 more gallons a safety mistake. Motoring into high seas and a headwind required running the engine at 2500 rpm which uses significantly more fuel per hour about 1 gallon per hour.

After a late breakfast, we departed to Manitowoc for a 7 hour leg further north. It was a great sail and view of coast that gave the engine a rest. The crew was getting settled into a new feeling of comfort at sea. One of the crew was reading a book while another trying different sail shapes and trim. Attacking the galley for a new menu for lunch worked out well. Studying the weather systems and reports and comparing that to what we encountered was interesting for 3 retired engineers. With the unfavorable progress on the first day getting to Egg Harbor in Green Bay during this trip was taken off the table. The reduced route distance allowed for more sailing and less "get there in a hurry" desire.

Manitowoc was a very nice harbor also with a good charter fishing fleet. I brought my fishing tackle on the trip so we bought a fishing license, new line for my reels and a couple of new "hot" lures. The crew prepared a nice breakfast on board an hour after departing to Sheboygan, WI. We fished later in the day for a while nearing Sheboygan. No fresh fish on our menu for this trip. We had another excellent day on the water usually staying 5 to 10 miles off shore. This was another day of all sails and good speed with moderate seas, what a life.

Out for a local dinner on the river and hiked around the Sheboygan waterfront. Nice evening stroll. Next morning we toured maritime museum and USS Cobia submarine. This was a very good harbor and facilities. You really get to see and feel the history



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CATALINA 380/385/387/390 INTERNATIONAL ASSOCIATION

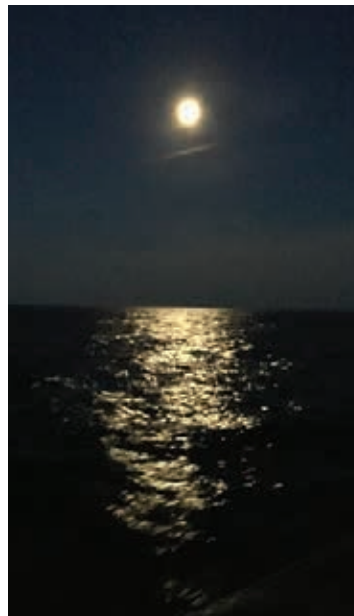
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of the life of the people that lived and worked in the harbor industries of Lake Michigan. I was not aware of the role of the submarine manufacturing in Sheboygan during WWII.

Heading for home we set out for our last stop in Racine before lunch. A lunch on board provided a more creative opportunity. Cooking in galley under sail in 8-10 foot seas was cautious but found to be good experience. We had quartering tailwind with 20 knots of wind and full sails. We experimented with our sail configuration. Too much wind and seas for the spinnaker so we flew the 150 Genoa like a spinnaker with sheet all the way back to stern. Then we added a barber line to the outside mid-ship cleat on the rail. It was easy to adjust the sail luff and clew was out over the water.

When we got to Racine we were flying, doing 8.8 to 9 knots, so we moved on to Kenosha. Sun was setting a few miles outside



Kenosha Harbor and we decided another night sail was in our revised route. It was a full moon and the wind and following seas continued all evening. What a great memory. We arrived in Chicago by 11:30 pm. Tied up in our own slip and we went to sleep. Next morning another great breakfast and packed up our gear. A great five days.

We had a great experience and every day learned new things: respect for the weather, awareness for the power of the sea, the importance of maintaining your boat, developing the competence of yourself and your crew, as well as the equipment on board are all part of the requirements and the resulting

satisfaction of an undertaking. Our three ports of call were excellent and could have easily spent an extra day at each stop. During our cruise we experienced at times sustained winds to 30 knots and 12-15 foot seas. Our Catalina 380 Hull #5, *Kathy II* was up to the challenge. We were confident and comfortable in its performance. We will have a cold winter to plan out next adventure.

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CATALINA 350 INTERNATIONAL ASSOCIATION

Cruising To The Keys: Different C350s, Different Perspectives

Two Catalina 350s cruise to Florida, one, Honeymooner, down the eastern seaboard, the other, Asena, down the western seaboard of Florida. Both with experienced crews having done multiple trips each in the past. Honeymooner involved the entire family at some period or another, Asena had numerous "issues" to consider and resolve. These two prove just how seaworthy and adaptable our beloved C350s are in all conditions.

From the East

By Barry & Fern Silverman
Honeymooner

Fern and I cruised from Annapolis to the Keys and back. We planned to go along the Intra Coastal Waterway (ICW) on board our



Catalina 350, *Honeymooner*. Our kids have all moved out of our Philadelphia home and have their own busy lives. Fortunately, our university jobs are allowing us this sabbatical (we each have a little work to remotely

keep up with along the way). To prepare for this trip, I was able to move the boat to Florida in 2 legs over Fall separated by a month of work back in Philly. Fern (and our dog Milo) joined me when the boat arrived in the Keys and for the entire return trip.

The first Leg was a 4.5 day sail in late Sept. from Annapolis to Oriental, NC with two buddies from Barnegat Bay. We couldn't have had a better week weather-wise. Starting with a 6 hour spinnaker run followed by 2 days with big rollers and heavy wind, wing and wing the rest of the way to Norfolk. After 2.5 days in the ICW we were there. The second leg was just as smooth for us. I returned this time with two other Barnegat sailors who have "blue water" experience. We re-rigged *Honeymooner* in no time, and took off. In the 12 days to Stuart, FL, we had experiences inside the ICW, a Beneteau factory tour, 2 outside hops, an overnight sail accompanied by dolphins, much motoring, but also some great reaches and runs inside the ICW in 20-30 kt N and E breezes. I was surprised by the ambiance and zen of the experience and that each state is enjoyable for different reasons: NC has numerous sounds/bays with long man-made cuts between them; GA is a maze of intertwined twisting rivers and a lot of tides to push/pull you; and FL is largely straight and narrow channels running down wide, shallow bays. I was also surprised by the socializing with the "yankee caravan" of fellow migrating snowbirds. In FL in particular, there were sometimes 15 boats in a row all sailing and

chatting with each other on the VHF. I met folks from Annapolis and Barnegat, from our hometown in Philly, and from our former home in Potomac, MD. Some we sailed along with for a day or two, others we agreed to meet up in Marathon. Likewise we kept in email touch with a few friends doing the ICW a state or two behind us. And due to



Bill's constant facebook postings, we had near realtime feedback from many of our sailing crowd back in Barnegat Bay.

On November 7th, we reached Stuart and I returned home for another month of work. Then the real

sabbatical begins in December when Fern, Milo, and our youngest son (on winter break from grad school) fly back with me. One of the great things I am learning about cruising the ICW is that family life sometimes can overlap perfectly with it. Our first granddaughter (Elena) was born the week before Leg 1 (yes I did squeeze in a 24 hour trip to Denver to see her before starting out, Fern stayed there 2 weeks, and we are going back for Thanksgiving – can't stay away!). Fortunately, for the last 2 weeks of December, baby Elena and her parents will be in Jupiter and Ft. Lauderdale being feted by various grandparents, great grandparents, etc. So *Honeymooner* will serve as our home base for all these festivities. And, the Keys lie in wait for an extended visit in January and February when we are once again empty nesters – we are already booked solid with friends who want to sail the Keys with us.

I should point out that several modern tools repeatedly helped us and, despite all the "skinny water", we only ran aground once the entire way to Stuart. Aside from the usual cruising guidebooks and charts, I have a RayMarine chart plotter, radar, and an AIS. AIS was a great aid in knowing who was

coming and in seeing their route on the chart plotter. Jim Brown of the Chesapeake Sailing Chavurah has made this trip many times and sent me his list of the 15 worst hazards along the ICW. But most helpful of all was having Active Captain inside an iPad navigation app – if you don't know it, its social media maintained by fellow travelers that gives up to



date reviews of all missing markers, shoals, confusing buoys, etc. Additionally, we had Navionics for yet another electronic source, weather and tide apps, and NOAA dial-a-buoys. All these tools were useful

and none alone sufficed. How did I ever cross the Atlantic in 1976 with just a paper chart, sextant, compass, and watch? Well, actually, navigating the Atlantic was far easier.

From the West

By Les & Marta Fontaine
Asena

Spending a couple of months during late summer and early fall in the Florida Keys isn't something I would recommend to anyone with an aversion to very warm – ok, very hot and humid weather. Not surprisingly, it isn't just the human machine that extreme heat and humidity impacts.

Since retiring and relocating our C350 *Asena* to Florida, my wife and I have lived aboard January through May. Summer is the best time of year for us to spend with kids and grandkids, and summer's heat is an additional incentive for heading north.

Dating back to 1999 and our years on Lake of the Ozarks in Missouri, I (not we) have embarked on an annual late fall "adventure sail" with my buddies. The tradition has continued since relocating for two of the past three years, with the exception of being able to spend the better part of a couple of months aboard instead of just a few days.

This fall was the second time I have taken the boat from St Petersburg to the



Keys. The first trip, in the fall of 2014, began after attending the Catalina 350 Rendezvous in Apollo Beach. That year, the adventure began the middle of October. This year, it began a month earlier in mid-September.

The temperatures and humidity in 2014 were reasonably comfortable, which was my expectation this trip as well. That was not

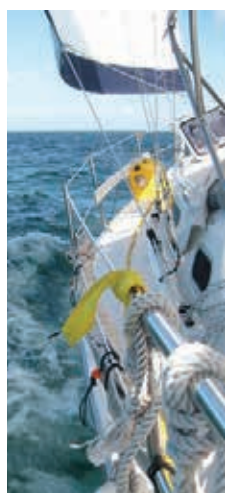


the case, at least for the first four or five weeks. I should have expected daytime temperatures well into the 90's, with overnight in the high 80's, and humidity high, both day and night.

While I have been aboard for a few days when it was extremely hot, this was my first experience doing so for an extended period. There are a few things I took away from the experience that may be of benefit to other cruisers.

A modest attempt to enhance the refrigeration and freezer has worked for us. Most of the months we live aboard each year

do not include the extremely warm ones of summer. When faced with dealing with summer's extreme heat, the units ran constantly and its efficiency really suffered, but it did not fail. Items fully in the freezer condenser box remained. Both sections of the refrigerator held acceptable, but at lesser temperatures....none of the perishables in the upper



section spoiled and beverages in lower section were cold. Even with its obvious shortcomings, the 350's refrigeration works well enough, even in extreme conditions (with a few tweaks and a 10# bag of ice every other day), to afford living comfortably on the hook or mooring.

Even with a pair of 140 watt

solar panels, our 450 amp battery bank was hitting 12 amps (less than 50%) by the third day at mooring. Of the boats around us, solar was common, as was some type of generator.. while the amount of daylight and cloud cover was materially the same, the batteries needed to be charged by the third day, if not sooner.

I cherish every minute I have on the



boat. Having the opportunity to simply be away from the marina, to learn to adapt to whatever Mother Nature brings, and have several of the best days of sailing I have ever had, was everything I had hoped the adventure would be. Some days were better than others, but the worst ones were still wonderful!

Lessons:

- In extreme heat, cooled air facilitates battery charging
- My fear of carbon dioxide from a properly installed generator was unfounded
- A full night's sleep under air was good for recharging me as well

Notes:

- There have been a couple of times when cavitation has been noticeable, but not to the point I have felt the need to invest in something else. I began to hear that peculiar noise cavitation makes which increased to the point I imagined the transmission or the prop shaft log was about to go. The diver confirmed that the bottom was loaded with growth, specifically the prop which had a fairly heavy growth. Once cleaned we enjoyed a very quite ride.
- All the precautions to avoid heat related health issues should be taken seriously and followed: drink plenty of fluids, stay in the shade, take it slow. I am a borderline diabetic, and for years have controlled it with diet. Even though I was taking in a lot more fluids than I normally do, it still must not have been enough. While I don't think dehydration put me and my diabetes at great risk, clearly it is not ideal to have a medical

situation that is not fully under control. I will be discussing this with my doctor at my next visit.

- Cooking when it's extremely hot is as much an issue as a diminished appetite. Sandwiches, salads, fruits and vegetables can all be prepared without cooking, and can cover full dietary needs. Grilling after dark is another approach, which we did frequently. If you have power and air, closing up for meal preparation and dinner is another one.
- Knowing that this trip was scheduled during hurricane 'season' I planned accordingly. About the time Mathew's path turned north and headed towards the US, I was picking up a mooring ball in Marathon. My crew had to leave. I was in a spot where the only realistic option was to try to be ready for the worst and hope for the best; the odds of a direct hit slowly went away, leaving the area with just a tropical storm warning (sustained winds from 35-64 knots). The lower half of that range didn't overly concern me, but I was caught in a brief squall one time where wind gusts hit 50+ knots. Wind that high sucks the air right out of you and that is something to be outright scared of; Deck and cockpit were cleared of unattached items. Sails weren't removed, but were secured. Water and fuel were topped off and provisions were laid in just in case I survived but the local infrastructure didn't.

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership remained steady at 547 from the last August 2016 report, and similar to the 550 from this past spring. This 547 includes 25 C355s (down three from last fall).

The C34 IA Site Improvement Committee with Vice Commodore Sue

Clancy, Commodore Rick Allen and I, have concluded our efforts. Sue performed a tremendous amount of work migrating the content of the Tech wiki into the new Wordpress format and developing a new, cleaner and more user friendly home page. Our long time webmaster Dave Sanner also deserves kudos for performing all the behind-the-scenes work that is required for website security and software updates. Thanks also to Jack Hutteball and John Nixon for helping

with the contents of archived files. Many, many thanks to you all from all of us.

My son, Morgan, and I completed our six week trip from San Francisco Bay to Vancouver Island, British Columbia last summer. We left on August 8th and arrived in our new marina in Maple Bay on September 18th. We harbor hopped up the coast in day trips, visiting five harbors, four anchorages and crossing 10 river bar entrances. We encountered heavy fog, were harbor-bound in Fort Bragg for a full week due to high winds, and enjoyed some spectacular clear days along the coasts of Oregon and Washington. Fog chased us around the corner at Cape Flattery. The crossing of the Columbia River Bar was exciting and under control at the same time. Surfing into the narrow entrance at Lapush, Washington, was the greatest rush I've ever had in my 35 years of boat ownership. Pulling into Victoria Harbor on our own boat for the first time was priceless. We met some truly friendly folks all during our journey. The link to our

trip log is here: <http://c34.org/bbs/index.php/topic,9157.0.html>.

We're settling in quite well, although October and November have been the wettest months on record, and it snowed quite a bit in early December. I've been receiving valuable input with local knowledge and tips & tricks from our C34 friends Jeff Tancock and John Langford, and have made new friends in our marina. I look forward to meeting more of you as we expand our cruises in our new environment. **-Stu Jackson,** mraqua@aol.com

Surfing into the narrow entrance at Lapush, Washington, was the greatest rush I've ever had in my 35 years of boat ownership.

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CATALINA 320 INTERNATIONAL ASSOCIATION

For What It's Worth



C320 Association
Commodore
Kirk Mueller

Greeting from the beautiful Eastern Shore of the Chesapeake Bay. As most of you have surmised these articles are written several months before they are published. This one is being written in mid-December just after our annual Association Board Meeting. At the end of our meeting our outgoing Secretary/Treasurer, Allan Field, asked "what value does the Catalina International Association offer their members for their thirty dollar annual dues". The room went silent.

Although the position of Commodore carries no huge burdens, it does carry much accountability to dues paying members. It is important that our association maintains its sense of value to its members. This requires thought, care, and administration in many areas. Your excellent team of officers is very interested in hearing about what you value in your C320 International Association membership, and what you would like to see in the future.

What part of membership gives you the most value ... The *Mainsheet*? The technical section of the *Mainsheet*? The discussion list? The hull history? The technical tips? Advocacy for the model? Support for new owners? Lists of local owners? Owner photographs? The tool exchange program? Information directly from Catalina Yachts? Association events like the regatta? Owner's stories of life on the water, a travel section? As with the any association of like-minded people I believe the most valuable member benefit is the other members. Without members with diverse opinions that are willing to step up and get involved we lose our reason for existing. We rely on the talent of our membership to move us forward.

As I stroll down the docks of my local marina I can't help but see the "graying" of our avocation. Economic restraints and changing priorities are reshaping the landscape of our Association. It is time for our younger owners/members to become more active in all areas of your Association

We welcome any and all input and feedback. I encourage you to get involved. The organization is financially healthy but needs membership growth. Please be sure to encourage all C 320 owners that you come across to join the association and be actively involved. Word of mouth and person to person contact is the way we can keep the dream alive. Please see yourself as our ambassador whenever you encounter a nonmember C 320 owner. And one last note. If you are connected to the Internet and have not joined our chat list at, please do so. This is the part of the C 320 community that has become the most active. Most activities are broadcast here first and most communication takes place through this medium.

Looking forward, what would you like to see changed? What would you like to see increased or enhanced? What have you seen other associations do that you think we could be doing too? What could we be doing better?

I would like to gather your inputs and work with your officers to plot out a course for the coming year. Together, we can make this an even better association designed around you.

I welcome all your thoughts... please email me. **-Kirk Mueller,**
kirkm753@gmail.com



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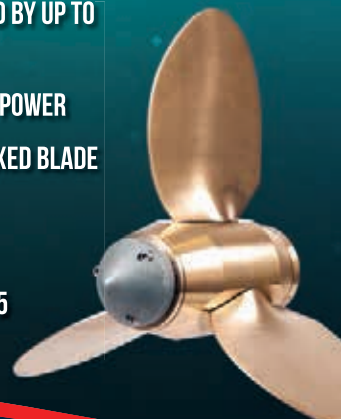


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CATALINA 22 NATIONAL ASSOCIATION

Secretary's Report



C22 Association
Editor Rich Fox

A few exciting announcements to support the Catalina 22 National Sailing Association membership.

I am pleased to share with you the immediately availability of the Catalina 22 Technical Manual 2017 Update. The

2017 Update features over 100 pages of new technical articles available in PDF format for easy downloading, viewing, and saving for future reference. The 2017 Update includes more articles featuring the newer Catalina 22 Mk-II and the Catalina 22 Sport. The 2017 Update is available at no additional charge to exiting C22NSA members who have already purchased the Catalina 22 Tech Manual.

The 2017 Update features over 100 pages of new technical articles available in PDF format for easy reference.

Visit Our Website

Visit our website, www.catalina22.org, to see a big change in the MainBrace publication. On the home/landing page of the Association website, you will find the web-based MainBrace that features articles, stories, reports and other news NOW. Instead of waiting for the bi-monthly MainBrace publication to be available, anybody can view the web-based MainBrace publication and read about the most current news. If you have a Catalina 22 cruise, race NOR, tech tip, or story you want to share, you can submit your article at anytime and watch it be posted within a few days. This change was made to help Catalina 22 sailors across the country to see what is happening in the Association, and to feel encourage to come out and participate.

The MainBrace is also available in PDF format, and continues to be publish the first of January, March, May, July, September and November. The MainBrace-PDF allows Catalina 22 sailors to download, view, and save the publication for future reference and easy printing.

I also encourage members of the Catalina 22 National Sailing Association to subscribe to *Mainsheet* when they purchase or renew their C22NSA membership.

Upcoming Catalina 22 activities include:

- February 17-19, Arizona Yacht Club's Birthday Regatta
- February 25-26, Catalina 22 Midwinters Regatta
- March 11-12, Titusville Sailing Club Space Coast Regatta
- May TBD, Northern Gulf Coast Cruise
- June 11-15, Catalina 22 National Championship Regatta

The Notice of Race and Registration Form for the 2017 Catalina 22 National Championship Regatta is now available at www.catalina22.org. The event will take place on Lake Worth (Fort Worth), Texas the week of June 11-15, and is hosted by the Lake Worth Sailing Club and Catalina 22 Fleet 83.

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DD 6-1, 1 in. tubing

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

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***Davit Pivot Base
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