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FALL 2019

MAINSHEET



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EDITORIAL:

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

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

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EDITOR'S BARQUE

"The Long Long Road Ahead"

It was 1969, Catalina 22 hull #1 took her first test of saltwater off the California coast. No one could have imagined what was yet to come. Frank Butler set a goal to build one hundred 22s in the near future. By 1980 we saw C22



C22 Hull #1

#10,000, along with scores of C27s and C30s roll off the line. In 1982 Patrick Childress put his stamp on the stamina and value of the Catalina brand as he completed a two-and-a-half-year circumnavigation of the world in his C27. By this time C36s were being produced with a host of sizes from C14s to the C445 today. In May of 1994, Catalina acquired Morgan Yachts in Largo, Florida. Then just one year later C27 hull #6,000 rolled off the line in Woodland Hills, California, making the 27 the largest class of keel boats in the world.

Then in 1992 the new C270 won the "Boat of the Year" award from *Cruising World* magazine. February 1995 the C22 was named one of the charter members to the Sailboat Hall of Fame. That same year the C36 Mark 2 won *Cruising World* magazine's "Boat of the Year" award, followed in 1997 by the C380 also being named "Boat of the Year" from *Cruising World*, with the C310 taking "Boat of the Year" honors in 1999.

In 2000 the C310 was selected by *Sail Magazine* as one of the top 10 sailboats of the year, and by 2017 the C445 won "Boat of the Year" from *Cruising World*. Catalina entered the power boat field in 2018 with the purchase of the renowned True North line. The next entry to the Catalina Yachts line of sailboats will be the C552, stay tuned.

In 1995 Frank Butler received *Sail Magazine*'s award for "building boats that are straight forward, offer price for value, are solid and honest"... "With a product analogous to the Ford in the car business, Catalina Yachts has allowed vast numbers of people to experience sailing, who might not have been able to, thus radically changing the sport of sailing over the past 25 years."



— Jim Holder, Publisher/editor
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Join an Association or Renew Your Membership

Association members enjoy a wealth of benefits to make the most of your sailboat purchase, including a subscription to *Mainsheet* magazine!

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

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

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Lessons Learned:

An Ode To Bill Templeton

By Ed and Christine Kleinstuber • C350 #333

C350 Technical
Advisor to
C385 Adventurer



My wife and I are members of a very elite group of sailors who purchased two boats from the same broker in the course of just a few months. Our first was a beautiful “lightly used and ready for the next adventure” Beneteau 343, with less than 500 engine hours and very little

pizzazz. We negotiated in good faith, had a wonderful sea trial and passed the survey with flying colors.

We had a name in mind that name carried a theme. Hours were spent shopping online for the right patterns, the right colors for everything from cups to cutlery to sheets and even throw pillows. Our dining room looked like a warehouse for Amazon and Etsy. We had everything we wanted to make “Even Keel” ours.

We settled on November 13. Two days later Atlantic Highlands, NJ was hit with a storm event (insurance lingo for a really bad storm) after being devastated previously by hurricane Sandy. I was contacted by the Harbor Master, “there has been an accident and you need to come to the marina”. The next day I made the drive to Atlantic Highlands. Our “slightly used” boat had broken loose from its dock, crashed into 2 other boats severely damaging them and bounced around like a pinball before being secured. The mast was bent, the hull was pushed in on both sides about 2 inches and the transom was separated from the hull the entire length by roughly 2 inches. A month later with damages in excess of \$75,000 and counting, the insurance company handed us a check for the total loss of the boat.

We called our broker again and told him the outcome. His response, “...too bad you and Chris don’t like Catalinas”. We had no idea what he was talking. He said he had a beautiful 2005 350 for sale. We left Wilmington immediately and drove to Riverside and bought it that day. WOW, 2 boats in 2 months from the same broker!!

This was NOT a boat that was “slightly used”, but rather a boat that was used a lot, upgraded by someone who really loved his boat, had upgraded it, maintained it by someone who knew about maintenance. It had been customized by a couple who knew how to make their boat not only comfortable but utilitarian in ways others would not think. This was a boat that was loved, simple as that.. Everything we had purchased for the “slightly used” boat fitted onto the new boat right down to the colors.

Who was this man? None other than Bill Templeton and his wife Pat

It was at this time we learned of all the articles that Bill wrote for Mainsheet, so I headed over to the website and downloaded and printed every one. I now have documentation of every upgrade this wonderful boat owner did to MY new boat. I read them all, it saved me from digging around the boat and crawling into spaces not meant for us normal humans. Bill had already done that! The workmanship and love this couple put into this boat is a story in itself and one that I am so proud to now be a part of.

We were shown the location of Bill and Pat’s new boat was on the broker’s property. I waited and stalked him until I finally saw the man himself on his new boat and introduced myself. He welcomed me on to his new 385 as any proud owner would. We sat and talked for a few minutes and it was like we had known each other for years. Bill immediately started talking about his upgrades, his little bits of knowledge about the boat, the things he loved and the things he was going to miss, all of this while sitting on a new boat that still had the plastic wrapped around most of the bright work. Bill Templeton loved his 350, that was obvious.

Over the next few weeks I spent as much time as I could picking his brain and he freely offered more advise than I could write at one sitting. Each weekend coming back to Riverside to work on my new boat, I would find bits and bobs that Bill and Pat would leave for me on the boat. Sometimes he would even attach the items where they needed to be. Freely giving my wife and I stuff that they took off the boat, or stuff they found stashed in their basement all these years that belonged on his beloved 350, including new parts and replacement parts.

I have tried to tell Bill and Pat how thankful we are for not only how they took care of their boat but how much we appreciate that their boat was not “slightly used” but used and loved. They both have been open and honest to Chris and I offering their advice and opinions on the boat and what we can expect from her. This is a couple who did more than just own a Catalina 350, they created a 350 better than the day she was built. From stem to stern she is a wonderful boat, made even better by a couple with an eye for simplicity and ease of use.

I want to say here and now, thank you very much to you both for giving up this most amazing boat. We will do everything we can to keep it in the condition you left it. I am sure I will be calling for advice in the years to come and look forward to the day when you are ready to give up your 385.



Lady Circumnavigates the North Island of New Zealand

Story and Photos by Jennifer and Charles McNamara • C470

It seems hard to believe that we first entered New Zealand on our own Catalina 470, Lady, almost three-and-a-half years ago. We have used NZ as our southwest Pacific base, as do many cruisers.

While outside the cyclone zone (which makes our insurance company happy), remnants of a cyclone may drift into NZ; they just have a name change to “extra tropical storm”. Fortunately, the marine infrastructure in NZ is robust: a boat should be safe in or out of the water. And remember, in the Southern Hemisphere, the seasons are reversed, cyclone time is December through April.

NZ has many advantages as a stopover: a good pool of experienced tradesmen, a domestic yachting culture, and they speak English (sort of). While not cheap, it helps that foreign yachts’ marine supplies and marina berths are exempt from the 15% GST imposed on everything else. It also helps that you can buy a Kiwi dollar for about 70 cents US.



Jenny and Lady, from the Queen Charlotte Track above Furneaux Lodge

For many yachtsmen, entry into NZ is through Opuia, in the beautiful Bay of Islands. Customs and more importantly, Bio Security, are geared up for the annual migration. Most yachts either stay in the Opuia area or move about 50 miles down the coast to Whangarei. The Hatea River runs from the sea 12 miles inland to the center of Whangarei where there is a town marina that focuses on cruising yachts and all needs are within an easy walk. Other marinas line the river and half a dozen boatyards can haul out any size yacht.

During our time in NZ, we hauled out twice and flew home to America to visit the grandchildren. We sailed to Fiji once for the six-month winter and then returned to NZ for cyclone season.

The great majority of recreational boating in NZ takes place in a relatively small area. The coast of NZ is harsh: beautiful steep craggy cliffs and rocks; few protected waters and harbors. For this reason, local cruising yachts and some visiting yachts confine themselves to the water between Auckland and the Bay of Islands. This area has many great anchorages in places like Great Barrier Island, Waiheke Island, Kawau island and the many islands in the Bay of Islands - we explored most of those while in NZ.

While planning to depart NZ for Southeast Asia, we decided we should explore further afield before we leave the country. Circumnavigation of the North Island seemed to be an achievable goal for a couple of old stoners like us. Because of the prevailing currents around NZ, most sane people choose to do this in a counterclockwise direction. The west coast of the North Island is barren. There are some rivers emptying in to the Tasman Sea, but they all have wicked bars across the entrance and seem to have recreational fishing fatalities far too frequently. A possible hide-out was the New Plymouth, a small industrial port.



Lady at Cissy Bay, Pelorus Sound



Queen Charlotte Sound from above Torea Bay

After Christmas, we started looking for a weather window to get us down the west coast. We wanted reasonable winds aft of the beam for at least three days. Well, this year there wasn't one, so after waiting in beautiful Mangonui Harbour 34 59.046S 173 31.880E (off Doubtless Bay) for two weeks, we took what we could get, light winds from the southwest. We went over the top of the North Island and down the coast, sometimes beating to weather in light southeast breezes and other times motor sailing when the velocity was too light or the wind angle wrong.

We headed for Tasman Bay and the South Island port town of Nelson. The last day at sea, the wind began building from the northwest. Recalculating our situation, we decided to attempt to anchor in Able Tasman National Park before dark (can't understand why Jenny doesn't like after dark arrivals in strange ports). Well, we made it to Adele Island 40 58.574S 173 02.847E in three and a half days.

The next morning, we motored (we were in sea breeze territory now) and took a berth (that's what they call slips in NZ) at the municipal marina. Jenny's brother lives on his boat there and while we had visited him by air and land previously, this was the first time by sea. We had a wonderful time. Nelson is a very active port specializing in deep sea fishing fleets. Interestingly, we were told that the largest fleet, Sea Lord, was half owned by Russian interests and the ship was crewed by Russians (hard to get Kiwis or Americans to work in those conditions). We ended up staying for 12 days, about seven more than initially planned. First, a gale came up outside the harbor and then a cousin from England showed up for a visit.

We finally departed Nelson and headed for the dreaded French Pass entrance to Marlborough. It wasn't all that dreaded if you go through at slack water. Otherwise, it can be an amusement park ride. We only miscalculated slack by an hour (daylight saving time) so it wasn't that bad. Too late, we learned that the local coast guard announces on the radio the times of the current change in French Pass along with tides and weather information.

We entered the Marlborough Sounds, more precisely Pelorus Sounds. The only place we've been similar to this was British Columbia; mountains rising out of the sea. The scenery was awesome. Some locals informed us that they didn't want us writing about how gorgeous it was so that it doesn't get popular. They felt like the Marlborough Sounds was their special secret, and we agree.

Three local cruising clubs share over 100 moorings placed in desirable locations around the Sounds. We thought about joining a club, but they were a little proud of themselves. Many locals seem to be fearful of anchoring. An experienced cruiser I met in Fiji even warned me against it. Well, we

anchored every night except four – two nights on poached moorings and two on a mooring off the Furneaux Lodge after our anchor windlass failed. We only drifted once, which was the fault of the lazy captain.

We were surprised how few yachts we saw. Not counting workboats servicing the mussel growing business, there was one day we didn't see any other yachts underway and many days where we saw only one or two, although we did see quite a few "fizz boats." We went into a marina in Havelock for a few days. In addition to the mussel and timber business, there were numerous recreational boats berthed there, many times more than the local population would support. We learned that many boat owners live in the Christchurch area and drive four hours to use their boats. Again, a case of no sheltered waters in the Christchurch area.

Throughout the sounds, there were what the Kiwi's call "baches" - vacation homes. These used to be modest plywood shacks for the family to camp in. No longer. We saw huge homes built in stages and multi-million dollar architecturally drawn homes. Most amazing to me, many did not have a land road to them and of those that did, the road was four wheel drive vehicle access only. On the flip side, water taxis can be booked from Havelock and Picton, so people can get a ride to and fro. And from both ports, the mail boat still runs delivering mail and supplies to locations all over the Sounds. However, what pays for the fuel is about 50 tourists that pay to ride along for the all day sightseeing tour.

After a couple of weeks in Pelorus and Kenepuru Sounds, we went "around the corner" into Queen Charlotte Sound. This sound has a slightly different topography, not so much land has been cleared for grassing. There is also more boating activity, more expensive "baches" and more road infrastructure. There are also frequent ferries coming



Waterfall Bay, off Queen Charlotte Sound

(continued from previous page)

and going between Picton in Queen Charlotte Sound and Wellington on the south coast of the North Island. These ferries are the bridge between the north and south islands of NZ. Some are designed to carry railroad cars. Most carry cars, trucks and foot passengers.

Picton has a small recreational boat marina, but most of its shoreline is devoted to ferries, cruise ships and tourist boats. A short drive down the road from Picton is Waikawa, where the major recreational marina is located. We took a berth for three days and rented a car to tour the Marlborough wine country. Made friends with other sailors who were very welcoming. Learned that many of the boats have North Island owners who fly or ferry over to enjoy the protected water of the sounds.

Our next stop after leaving the Marlborough Sounds was Wellington. To get there, we had to sail across Cook Strait, the notorious body of water between the North and South Islands. This is the only opening for wind and sea for hundreds of miles and you can tell. Current through Tory Channel on the South Island and the entrance to the Cook Strait is over 6 knots. As in life, timing is everything. We got lucky and found a day that had light air. Of course, light air there is 20 knots. It's rumored that sailors in Wellington frequently use their storm sails when racing.

Chaffers Marine, located in downtown Wellington, the nation's capital, was recommended to us by other cruisers. Scores of restaurants, museums and a grocery store within an easy walk. Only problem is that the city is called "Windy Wellington" for a reason. One day, we had 40 knots over the deck and although the marina had a sea wall, the wind driven swell was working its way into the marina. But worth it, all things considered.

By now it was time to complete this North Island circumnavigation and get ready for the tropics. Step one is to find a weather window. Just like going south down the west coast the previous month, we wanted a south breeze to take us north and couldn't find one. Then it appeared. Day one, light southerly, day two and three, south 25 knots, day four north 25. So, we had three days. Easy. Fuel up; leave the fuel dock at 0845, head to sea.

East along the south coast in notoriously bumpy seas, 90 degree left at Cape Palliser then 250 miles up the coast to East Cape. Made good time getting around Cape Palliser and motored the balance of the day until the stronger predicted winds filled in that evening. Next day turned gray and rain. With about half jib and a third main, we picked up an extra knot of current going our way, making great time.

We were quite surprised by all the commercial traffic heading south. In a situation like this when we are paralleling the coast, we like to stay about five miles off. To our surprise, most of the commercial traffic was inside us. AIS is so good. We could see a ship approaching from 20 miles distance. And we could watch her change course just one or two degrees, but enough to turn a zero CPA into a two mile CPA. We passed on Napier and Gisborne harbor and decided to keep going around East Cape and into Tauranga for one reason: we ran the risk of being weathered-in had we stopped at Napier or Gisborne.

We rounded East Cape at dawn the third day, 46 hours out of Wellington, changed course 60 degrees to the left and



Jenny and Charlie enjoy lunch at the Giessen vinyard, near Blenheim, South Island, home of Hello Sailor wines

headed for Tauranga, 120 miles away. Within a few miles, 30 knots and three meter seas turned into no wind and seas as flat as an Oklahoma lake on a summer weekday. There was no way that we could motor 120 miles before dark, so we throttled back to five knots, planning to arrive at dawn the next day, when it also happened to be high water.

Approaching Tauranga there were many reefs and islands to navigate around, some even have an AIS signal as well as lights. It would not have been wise to attempt this in the dark before GPS, chart plotters and good electronic charts. At 0600 we arrived at the cardinal buoy only to find a cruise ship approaching. From experience, we know these vessels will enter the harbor at a speed exceeding our hull speed. We stood aside outside the channel. No radio chatter necessary; when the AIS shows us as doing circles, the pilot gets the message.

Tauranga and the Tauranga Bridge Marina were a welcome rest. Very well run, good berths and nice staff (also an excellent restaurant). After a day of cleaning and sleeping, we spent a day with a good walk down to the town of Mount Maunganui. After two nights of level sleep, we departed for Mercury Island, then on to Great Barrier Island, next Kawau Island then finally back to Whangarei.

What are the takeaways? First, NZ's third largest export earner, behind tourism and dairy, is wood logs. Docks full of logs ready for export are everywhere. Very little industry processing the wood; NZ priced themselves out of that market long ago. But the logs keep millions of people throughout the orient employed. When your local furniture store sells you furniture made in China, NZ wood may be inside.

Second is foreign flagged vessels. Other than commercial, we saw very few. Less than a handful. Which is strange, because in Opuia and Whangarei, they are prevalent. I think the reason is that after sailing to NZ, the crew is ready to get off the boat and rent a car for a little drive. Not a bad idea, we've done that ourselves.

And third, Catalina Yachts. Our Catalina and our American flag got attention wherever we traveled. Most of the yachtsmen we met knew of Catalinas and had a good opinion, but none knew that Catalina made something larger than a 42. The Rear Commodore of the Tasman Bay Cruising Club owns a C42 and was delighted when we showed him around Lady. We need more American flagged Catalinas down here.

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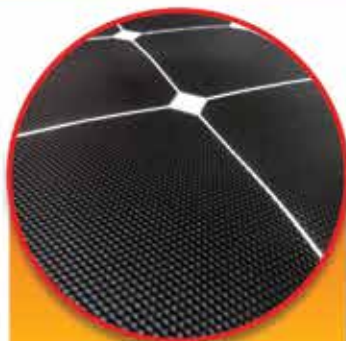
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Dancing the Australian Importation Tango



A crisp autumn morning in Elliott Bay Marina in Seattle, Washington, just days before we cut our dock lines and began our sail toward Australia in 2014.

TOP PHOTO: Trekking the stunning cliffs that etch the coast of southern New South Wales near Bermagui, our favorite fishing village along Australia's south-eastern seaboard.

When we cut our dock lines in Seattle and began our journey across the Pacific in 2014, we had a lofty end-goal: **Get to Australia...**and stay there for a few years. Twenty courtesy flags had adorned the halyards of our CM440, Red Thread, when we made landfall in New South Wales on Australia's eastern seaboard in November 2016; however, the pieces necessary to achieve our goal of living in Australia had still not fully materialized. We both needed jobs, jobs that were willing to grant us working visas.

We arrived at Coff's Harbour, New South Wales and did the standard clearance dance that ensues each time you enter a new country. We presented our CM440's US Coast Guard documentation, pulled out our passports, and handed over clearance documents from our prior port of call, Noumea, New Caledonia. Australian

Border Force administered the customs and immigration procedures, and the Department of Agriculture and Water Resources managed biosecurity, inspecting our souvenirs, interior hull,



Border Force agents in Coff's Harbour, New South Wales snapped the moment we completed clearance into Australia in late 2016. Having officially completed our voyage across the Pacific, celebratory bubbles were most certainly in order!

BY JESSIE MACKELPRANG-CARTER & NEIL CARTER • CM440

and food. Despite crossing our fingers that we'd be calling the land down under home, we cleared in as tourists and expressed our intention to leave... eventually.

Duration of cruising permits varies widely from country-to-country and our experience has been that most nations are very welcoming to yachties; however, the general expectation is that you will not overstay your welcome. In Australia, you can obtain a 12-month cruising permit that may or may not be extended, at the discretion of Border Force. Our hope was that we would be able to stay longer, but we also knew that if we did, the government would want its pound (or ton) of flesh and require us to import her sooner or later.

Bit-by-bit, our goal of staying in Australia became a reality. I accepted a job at a university in Melbourne, Victoria, then Neil got an offer at a company, too; tourist visas morphed into working visas. We sailed the 1,000 nautical miles from Coff's Harbour to



A thousand miles from Coff's Harbour, New South Wales to our new home city, Melbourne, Victoria...a good deal of seamiles that hardly scratched the perimeter of this great continent.

Melbourne and, while still living aboard, rejoined the world of the working in Australia's second-largest city.

Fast forward two years to February 2019.

We were both happily settled in our jobs, we had our first baby on the way and had moved into a small apartment, and the government had granted us

permanent residence. Roots were taking hold. We had achieved our goal and could no longer feign being a boat in transit.

To import a vessel into Australia, you must pay goods and services tax (GST) and duty, which equate to 10% and 5% of the value of the vessel, respectively. For our CM440, this would be a hefty sum of money, and thinking about it

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(continued from previous page)

made our stomachs queasy. Thanks to the USA-Australia Free Trade Agreement (USFTA), at least our US-built Catalina would not incur the 5% duty. Even if we had decided to sell Red Thread, we would have been required to import her before she could be put on the market. The inevitability of importation loomed large as we worked hard to restock our savings, which had been almost entirely depleted during our 2-year voyage—a worthwhile consequence of cruising in our early 30s—while also trying to reacclimate to the many expenses that come with living ashore.

In February 2019, we received a friendly but stern email from Border Force that lit a fire under our rear ends. The email notified us that we had 30 days to complete importation of Red Thread and if we did not do so within the allotted timeframe “then the vessel may be forfeited.” Eek!!

We knew we needed an up-to-date survey of Red Thread but were uncertain about the subsequent steps we needed to take. Neil did the leg work sifting through governmental and other websites, while I tended to our weeks-old baby. Although you’d imagine that the process would be clearly laid out, we found it surprisingly opaque. We reached out to our Melbourne contacts in the cruising community, but the vast majority of cruising vessels that are imported into Australia come via Queensland. Thus, there was little local knowledge in Victoria, the state that tickles the underbelly of the continent. A couple dozen phone calls later, Neil had figured out how to proceed.

STEP 1: Identify a marine surveyor who is a member of the Marine Surveyors Association of Australia (www.marinesurveyors.net.au).

We contacted all of the surveyors listed in Victoria and Tasmania but without success. Either the phone numbers were disconnected or the surveyors were inexperienced in conducting importation surveys and seemed disinterested in the job. We also tried to contact a few surveyors in New South Wales but to no avail. Our frustration level climbed as days passed and we had yet to identify surveyor. We breathed a sigh of relief when we at last reached Simon Lloyd-Parker, a surveyor at Marine Surveyors Australia ([http://](http://marinesurveyorsaustralia.com.au/)



Anchored off Portarlington, Victoria on the Bellarine Peninsula, we enjoy our first sail-away weekend as a family of three with our newborn son and freshly imported CM440.

marinesurveyorsaustralia.com.au/), who was based in Queensland, 1,100 miles north. Because we could not identify a local surveyor and our timeline was tight, Simon agreed to collaborate with us to complete a photo survey, which we hoped the government would deem sufficient.

Importation fees are based on the value of the vessel at the time of importation. Thus, we intentionally delayed many major refit projects on Red Thread, with the plan of tackling them after importation. This is perhaps the only time that having 13-year-old rigging with 60,000+ nautical miles is beneficial! We sent Simon a PDF file containing more than 80 photos of Red Thread, from bow to stern and all major systems, as well as a 3-page list of all current considerations for her valuation (e.g., age of rigging, state of other systems, condition of sail inventory) with photo proof. We fielded a number of additional questions about Red Thread and provided additional photos at his request. In a matter of days, he sent us the completed survey with what we considered to be a very fair valuation of our CM440.

Given Simon’s wealth of experience importing cruising yachts, in addition to completing our survey, he also outlined the subsequent step to get Red Thread through the importation hoops.

STEP 2: Contract with a customs broker who will be accountable for liaising with the government regarding the survey valuation.

Per Simon’s recommendation, we chose to work with Brett Lawrence at Dazmac (<https://www.dazmac.com.au/>).

Brett shepherded the survey through the governmental review process, which involved obtaining official determination of the importation fees we would be required to pay. We then transferred those funds to Dazmac’s escrow account, as the agency served as the payment intermediary, until the government issued final approvals. We were fortunate to work with Simon and Brett, both of whom we would recommend without hesitation to other cruisers who are keen to import their yacht into Australia. They were professional and, thankfully, very prompt in their work.

Ultimately, the process of importing Red Thread into Australia was not terribly complicated and moved quickly once the ball got rolling, but the steps were not clearly laid out anywhere online, which made it stressful, especially as the process coincided with the first few weeks of parenthood! Nonetheless, all of the details came together and were finalized several days before the ominous deadline. On March 30, 2019 our CM440 was officially imported into Australia. The valuation we received was very fair, but the importation fees still felt like a kick in the gut. At the same time, paying them was also a relief. Having Red Thread imported into Australia means we have freedom to sail this great continent as long as we wish and to return here should we so desire after our next voyage to the South Pacific...

Note. The importation process described in this article is based solely on our experience and should not be considered gospel.

35 YEARS AFTER

1984

I'm writing this in a sailor's wonderland. I'm out sailing between various mangrove islands, inside Belize's Barrier Reef.

It takes getting use to powering with only 10' of water under the keel, occasionally shoaling to 1' or less with coral. (With the Great Barrier Reef in Australia dying off – this is now the largest reef in the world.) Some friends and I went in on chartering a Leopard 45 Cat from SunSail. I was accused by a friend of saying I've had lots of Cat (alina) experience (forgetting to put alina on the Cat). But for the wife and I this is the second time chartering – the first 35 years ago for our honeymoon. The 1984 in the title refers to George Orwell seminal novel. Photos are difficult to send – so none this time.

TRACKING YOUR VESSEL

Tracking via facial recognition and cell phones are a common feature in today's busy life. Some tracking is good and others we wish wouldn't happen. How about while out sailing – what tracking is available for you to share you location with others, and what tracking is available to you to do tracking of your own boat?

The following are various methods I can use for tracking Mahalo and my exploits.

AIS – Tracking using the AIS system can happen in two ways: 1) You have an AIS that is receive and transmit, and are in range of an AIS Ground Tracking Station. Several sources federate data from the tracking stations and then present it in a searchable, geo-Web page: MarineTraffic.com and VesselFinder.com. Go to their web page with either the MMSI or Vessel Name used when registering your MMSI. In the case of the name lookup there may be more than one “Mahalo” – look for the Mahalo registered in “Bellingham” to find me. Both services have subpages that show recent tracks.

2) If your AIS is receive only or you don't even have an AIS there are Smart Phone Apps and purchased services that will take your position from the Phone and use the phone's cell network (or internet connected WI-FI). Based on my

understanding of what the app does - which could be wrong; the service will then list your boat's position on their service's web pages. Don't expect other boats using AIS receivers to see you – as they won't / can't transmit your pseudo-AIS signal out on VHF or other web based services.

InReach / SPOT – satellite based services. The AIS tracking would work ok for most of my sailing routes, but some are out of Shore Station reach. My choice for Mahalo was to have a Delorme (now Garmin) In-Reach Mini when I do longer trips. InReach is also a subscription service with lots of different options and prices. I'm able to track every 10 minutes, and have 3 “canned” messages that are to be sent to one or more email recipients. Other messages can be sent for a price, and you can receive messages also for a price. My three free messages are “I'm safe at anchor or docked,” “I've left for the next destination,” and “Weather is nasty - staying put.” I can down load my tracks and invite others to view them in real time.

Chartplotters – Most chartplotters have a tracking feature where your track is sent to internal memory or removable memory card.

Handheld VHF – my Standard Horizon handheld has a tracking feature which tracks GPS positions to internal memory, and downloads via USB.

SIGNAL K and other loggers - on Mahalo I currently have a Yacht Devices NMEA 2000 data logger so all the parameters (wind, speed, position) are logged to a micro-SD card. With this I can recreate tracks – or examine performance in different points of sail and wind speeds. I have had and will have again Signal K on Mahalo, it will do similar functions.

I'm sure there are more methods than I mentioned – I use all except the Pseudo-AIS service. I like the logging where I can examine boat performance. On my winter cruise we had over 10,000 views of the thread where we posted on the trip. One time when off Port Townsend John got a call from someone in Alberta, Canada monitoring the thread and our progress via AIS, who told us the Coast Guard was steaming directly towards us and prepare to be boarded. Once the Coast Guard vessel was in visual range we thought it was going to board, but something about 3 obviously insane sailors made them think we were harmless. I've used the tracks to create graphics for cruise T-shirts. Tracking is one of several conditions for me to Solo Sail, Solo Vessel Cruising. While I'm gone for 6 weeks at a time some of which is out of cell phone range, it only makes sense that shesense doesn't worry (as much) about me.

Cruising with Grace

OUR BAHAMAS INTERLUDE

BY ALEX CULLIN • C320

In September 2017, I set out on a long-planned adventure: to take my 1995 Catalina 320 'Grace' down the east coast from Hingham MA to Florida, and then spend winter exploring the Bahamas. I've never done a trip like this and was doing it solo. Two and half months after starting out, I arrived at Ft Lauderdale FL. After Christmas, I moved down to No Name Harbor on Key Biscayne.



Bimini.

After spending one week at No Name Harbor with a half-dozen boats waiting for a weather window to cross to the Bahamas, the skippers got together to discuss the near-term weather forecast. At 5:30, one skipper said 'well, I think tomorrow looks feasible'. By 6:00, we were all scrambling to leave the next day at 5:00 am.

When 5:00 am rolled around, I started the engine. No charge to the batteries! After 45 mins of frantic troubleshooting, I found the problem. By 6:00, in the pitch dark, Grace, along with my buddy boat 'Faith Afloat' (a Catalina 350 from Minneapolis MN), headed out the channel to the Florida Straits. There were 3 foot seas, lit by the bow lights, and 10-15 kts east wind

on the nose. A gray and rainy day dawned. As we powered through the seas, I stayed huddled beneath the dodger. After 6 hours, the rain let up, and I could see the turquoise tint to the clouds ahead. The Bahamas!



Faith Afloat and I pulled into Brown's Marina on Bimini at 2:30 January 9, cleared customs, and explored Alice Town. Alice Town is a typical somewhat sleepy and run down Caribbean island town. We had our first Kalik - the Bahamian beer, conch chowder from a shack by the road, and my first taste of Bahamian bread - delicious. Our first evening we were treated to a horizon-to-horizon double rainbow.

The Berry Islands

January 12, Faith Afloat and Grace headed across the Great Bahamas Bank to the Berry Islands, spending one night anchored out on the bank. The Berry Islands are off the path of most cruisers and so much quieter than the popular cruising areas. Our first anchorage was Frazier's Hog Cay - a not too attractive cay with an abandoned attempt at building a resort. We then moved to Whale Cay, where we spend four nights, and waited to the Easterlies to settle down. Whale Cay has around a dozen homes on it with the friendliest people (mostly Canadian ex-pats, it seemed). One even told us we should explore the empty mansion in the middle of the island, and even said 'all the doors are locked except the one by the kitchen - you can go in that way'!

When the easterlies subsided, making passage through the cuts further north feasible, we continued up the Berry Island chain to Little Harbour Cay. I found my very own, perfect private beach there - a crescent 200 yards long, with palm trees and Frazier pines on either end. Tom and Luke from Faith Afloat and I had dinner at Flo's Place - a local landmark. Piles of empty conch shells covered the shore by Flo's Place, and the dinner was conch, of course. We had an excellent meal and visit with the crews of two other boats. Warning - watch out for Flo's punch! It goes down much too easily.

Our next stop was Hoffman's Cay. We spent several days having coffee in the morning, drinks in the evening, snorkeling and exploring the cay. Hoffman's has a blue hole in the middle of it, a 25 min walk through the undergrowth. Unfortunately, the Blue Hole was green, not blue, and not very inviting. No jumping off the cliffs that surround it.

After a too-short 12 days in the Berry Islands, we headed southeast to Nassau where I was to pick up my two sons.

Georgetown and Stocking Island

Whereas the Berry Islands were quiet with maybe six other cruisers near us, Georgetown at the bottom of the Exuma chain is the exact opposite. Georgetown is sometimes referred to as 'the end of the road', as it's as far south as most cruisers go - and they go there by the hundreds, drop anchor and stay for months. It's a community, and every morning at 8:30 on channel 68 there is a cruiser net, with local announcements, activities such as water aerobics and yoga, a welcome to new arrivals and a swap-shop. I arrived there the mid-February, after cay-hopping down the Exuma chain, dropped off my son, and



a week later my wife Laura arrived.

Grace spent two weeks anchored off Monument Beach on Stocking Island. Of course, like most other cruisers, we spent an afternoon at Chat 'n Chill - a well-known beach bar on Volleyball Beach with a pork roast every Sunday. My wife and I also went to quieter beaches, and walked over the top of Monument Hill, looked down at the anchorage, and then went down the other side to the Exuma Sound beaches. Large waves would crash onto the coral, run up on the beach, and then back through narrow channels in the coral. Hypnotic, and we spent hours walking along the beach, listening and watching these waves.

Every 2-3 days would require a dinghy ride across the mile separating Stocking Island from Georgetown,

under the bridge and tying up at the dinghy dock behind the Exuma Market - the largest of the two Georgetown grocery stores. We'd fill up water jugs at the free water tap, get some needed grocery items, and stop at the liquor store for rum. You can bring your laundry to one of the laundromats, where the locals would take care of it. After 2-3 hours, you'd pick it up, washed, dried and folded, for \$10 Bahamian. I got my haircut there, and chatted with the barber about Bahamas vs American politics.

After dropping my wife off at the airport, Grace and my buddy boat Faith Afloat pulled up anchor and started north to Warderick Wells, and then across the Exuma Sound to Eleuthera.

Hope Town, Abacos

Faith Afloat and Grace arrived at Hope Town on Elbow Cay March 8, after a wild crossing of the Northeast Providence Channel and a day to recover. Hope Town is unlike any other Bahamian town I experienced, with narrow winding streets between closely-packed gingerbread houses painted pastel colors, surrounded by elaborate gardens. Interspersed between these houses are art galleries, a couple of bakeries, a few stores, and harbor-side bars. Bicycles and walking are the only transportation options in the central part of town - and Hope Town is eminently walkable. On the ocean side of Elbow Cay is a cemetery for the victims of the 1850s cholera epidemic.

Across Hope Town Harbour from the town is the Elbow Reef Lighthouse. It is the only lighthouse in the world still lit by a kerosene lamp, and one of two still rotated by a weight which has to be laboriously cranked several times a night up to the top. It's open to the public, and we climbed the 101 steps, squeezed through a small hatch on to the catwalk, and enjoyed the panorama all around us.

After a few days in Hope Town, I parted ways with Tom and Luke on Faith Afloat, my cruising buddies for the past two months. For the next week, Grace headed north, then west, to the West End and back to the US. It had been a wonderful, but much too short Bahamas interlude.

Tech Notes

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CATALINA 470 NATIONAL ASSOCIATION

Three Simple Pieces to Make Cruising Simple



C470 Association
Technical Editor
Joe Rocchio

Making Fueling Fun Again

The fuel filling ports on the port and starboard cockpit coamings of the C470, due to position and the slope of the coaming, have always made refueling a bit of a challenge. Add to that - cockpit enclosure side panels and then the arch supports for Onward's (C470-126) stern arch and we are talking real sport! Then there's the sport-fisherman effect: (not

that they pass us leaving six-foot wakes behind) they have caused a growing number of marinas to transition to large-diameter high-speed diesel nozzles to quickly fill their maws. If there were a discount for curses uttered in the refueling process, Onward's fuel would be free.

I finally got fed up enough to build a refueling adapter that makes the process easy. The adapter is fabricated from copper pipe components soldered together. It consists of a ~6" length of 1" ID tubing, a 45° elbow (actually a 45° street elbow combined with a 1.0" to 1.25" coupler), a ~6" length of 1.25"

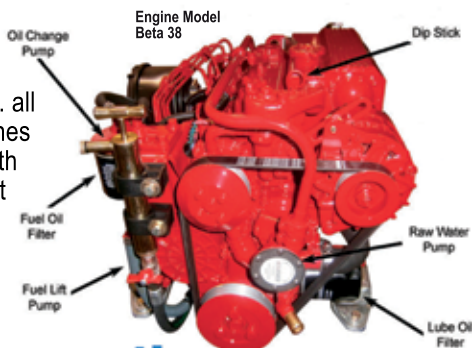


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ID tubing and terminating in a 1.25" to 1.5" coupler. The 1.0" ID tubing has a 1.125" OD. This easily slips into the fuel ports deep enough to hold it in place (and support the diesel nozzle).

The standard and most high-speed diesel nozzles will fit into the 1.25" ID section of the adapter. The short section of 1.5" ID pipe provided the terminal coupler allows fueling from the thankfully rare larger diameter nozzles. The metal construction provides the needed connection to tank ground while the tubing sizes allow the air-pressure feedback required by automatic-off nozzles. Neat! Clean! One hand! Nice!

No Rough-Sea Showers in the Forward Head

The Lewmar low-profile hatch that is forward-most on Onward's bow has done a great job of keeping the ocean out. Of course, it needs to dogged down tightly (not inadvertently put in the vent detent like the IWOB once did). When preparing for a tropical storm or hurricane to pass, I duct tape around all the hatches to prevent wind driven water from finding an otherwise innocuous path.

But on one passage out of a Florida inlet with a series of 4- to 6-foot standing waves, I was astounded to find the forward head soaked. As I checked to see if I had forgotten to dog the hatch, we hit yet another large wave that broke over the deck and I found myself standing under a falling sheet of water from the closed hatch! Peggy piloted Onward into calmer waters while I took a closer look from below. I found that I could push a < 1-mm plastic feeler gage though the rear seal area but not the sides and forward seal areas. As a temporary fix, the hatch was opened and a strip of double thickness thin cloth was laid atop the rear aluminum seal surface before resealing the hatch.

The temporary fix worked until we were warm and dry on a quiet mooring. I opened the hatch, removed the strip of cloth and then inspected the rear seal area closely while lying on the deck. I was astounded to find that both screws that attach the starboard hinge to the aluminum rim of the hatch had become loose enough to allow the hinge to rise up above the rim by ~ 1 mm and prevent the rubber seal from making contact with the aluminum sealing surface of the rim. Hence the cascading



Forward deck hatch hinge and mounting screws



Forward deck hatch and added rubber gasket

sheet of water I had experienced.

The rear seal of the hatch was made functional again by tightening the two hinge screws. Note: these screws cannot be easily seen from below or from on deck unless one is essentially lying on the deck inches from the hinge with the hatch open.

Following the premise that if a little bit of prevention is good, a lot more is better, I found a section of hollow D-shaped rubber gasket about 7/16" thick in my spares. I ran this around and under the outer perimeter of the hatch rim, from hinge to hinge - filling the peripheral volume formed by the aluminum seal surface and the base of the rim. The gasket does not interfere with the normal seal. It simply makes it harder for an over-the-deck wave to get access to the seal.

I made a note to regularly check the screws on the hinges of all opening hatches at least once a year. A paper-thin sheet of plastic can be used to test the seal: after closing a hatch on it, if it can be easily pulled out the seal is problematic. The aluminum seal surfaces and the rubber gaskets should be cleaned about every three months and the gaskets treated with a product that both cleans and revitalizes the rubber.

No Dip a-Poppin'

The C470 Yanmar 4JH3TE engine (and others in the series) has an oil-level dipstick tube that penetrates down to the bottom of the oil pan. Thus, it is used to vacuum oil out of the engine when performing a change. This design also requires care when checking the oil level. If it's just shoved in quickly then quickly extracted, the rubber seal at the top of the dipstick will force a bubble of air down the tube, pushing down the oil level in the tube and resulting in a false lower reading. To get a good reading, the dipstick should be fully inserted into the tube, then gently extracted ~ 1/2" to 3/4", reseating it fully, and then pulling it out to read.

In the early days of the C470 fleet, several owners experienced a loss of oil (and big messes because the person changing the oil failed to fully seat the dipstick). Any slight pressure in the oil reservoir (due to blow-by when cold, or air expansion with running) would pop up the loose dipstick seal and force oil out of the dipstick tube resulting in a mess of oil under the engine and in the engine compartment. The problem was usually discovered when the low oil pressure warning came on - of course in an adverse location while underway.

As a preventative, I took some ~1/8" malleable wire and formed a dipstick retention hook by making a loop that slipped around the top of the dipstick and another loop at the bottom forming a hinge to the dipstick support bracket just below. This has proved to be a good item for final check when doing an oil change and provides an easy visual check during periodic inspections. **-Joe Rocchio**, jjr.onward@gmail.com



CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

Removing, Repairing and Reinstalling a Hatch Cover



C380/390
Association
Technical Editor
Michael Gilmore

Special thanks to Stefan Leader for submitting this article. —**Michael Gilmore**, mggilmore@gmail.com

The Lewmar Ocean 65 trapezoid forehatch on Diva II (2001 Catalina 380 #327) had been badly crazed (Image 1) for a number of years. Eventually, I would have to replace the acrylic lens, but I was a bit intimidated by the seeming complexity of removing it and getting it fixed. A discussion at the Annapolis Sailboat Show in the fall of 2018 changed my mind. I stopped at the Hatchmasters (Select Plastics of Norwalk, Connecticut) booth and discussed the problem with a company representative who explained the repair process and quoted



C385 Association
Technical Editor
Chuck Couture

a price (about \$500). They refurbish thousands of hatches every year so they were definitely the right people to talk to. The discussion made the task less intimidating and I decided to tackle the job. It turned out to be much easier than anticipated.

Hatch lens (and portlight) crazing has a number of causes, including UV, acid rain, mechanical stresses, and chemical exposure. In fact, Catalina owners' manuals warn against using a variety of potentially damaging chemicals on hatches and portlights. The chemicals to be avoided include, acetone, MEK, as well as high alkali cleaners, such as Windex, Fantastik, 409, and similar household products. Catalina also places the same warning on stickers near hatches and portlights inside their boats. Whatever the cause, crazing significantly weakens the lens

and can't easily be fixed. The lens must be replaced.

However, in my case, the crazing was due to a manufacturing defect. Sometime after I bought Diva II in 2003, Lewmar acknowledged that some hatches and portlights on some Catalina models had used a bad batch of acrylic and offered to replace the prematurely crazed lenses on the affected hardware at no charge. I took advantage of the offer and replaced several of the smaller opening ports but decided not to do the forehatch. It just seemed to be too much trouble.



Crazed hatch lens

Making the Temporary Hatch Cover

Having decided to replace the lens in late 2018, job one was to remove the hatch cover. But before I could do that I would have to fabricate a temporary cover for the hatch since the turnaround time for the repair was estimated at six weeks (2-3 weeks summer and fall) and winter weather was around the corner.

Using some brown wrapping paper, I traced a template of the hatch opening from the inside. After searching my

basement, I found a suitable piece of 1/4 inch plywood. Using the paper template, I cut the shape of the hatch opening with a saber saw, making it about an inch bigger than the template all around to account for the size of the exterior hatch frame. I then cut two pieces of 1x3 and glued them to the plywood to add stiffness and ensure that the through-bolts were solidly attached. Thicker plywood (3/8 or 1/2 inch) would probably have worked without added stiffeners but I used what I had. I also cut two 1x2s which would serve as braces inside the boat to securely hold the wooden cover in place (see Image 2). Finally, I stapled heavy duty plastic sheeting to the outside of the cover to prevent water leakage (see Image 3).

A trip to the local hardware store gave me the hardware and other materials needed to finish the job: four 1/4 x 6 inch round-head bolts, four hex nuts, twelve washers, and four wing nuts. I then drilled four holes through the plywood and stiffeners, inserted the four bolts, and used the hex nuts and washers to hold the bolts in place. I also bought some adhesive-backed weather stripping to ensure a tight seal between my temporary wooden cover and the aluminum hatch frame. Finally, I bolted the temporary cover to the hatch frame using the 1x2s across the plastic hatch trim inside the boat. I locked these in place using flat washers and wing nuts. Just to make double sure that the temporary cover would not leak, I added a small tarp to cover it and the whole front of the boat (see Image 4).

I also used duct tape to seal the joint between the wooden cover and the



aluminum frame from inside the boat. The arrangement could be described as “belt and suspenders,” but it worked well. In retrospect, the weather stripping was probably unnecessary but it was cheap and easy to apply. Image 2 (previous page) shows the attachment of the temporary cover as seen from inside the boat. Image 3 shows the plastic sheeting used to cover the temporary hatch cover and one of the two stringers glued to the plywood to add rigidity and provide a strong base for the attachment bolts. Despite a lot of rain and several inches of snow over a period of months, there was no leakage.



Removing the Old Hatch Cover

A Hatchmasters' online video (link below) showed in detail the process of removing the hatch cover and made the removal quite easy. The Hatchmasters' web site has how-to videos for a number of different hatch models and repairs. The trickiest part was finding and removing the little black plastic plugs on the hatch frame that cover the ends of the hinge pins. Once the plugs are removed, the ends of the hinge pins are exposed. I used a screwdriver (as shown in the video) to lever the pins out far enough to grab the outboard ends with pliers and pull them free. <https://www.youtube.com/watch?v=OtNg11iznNI>

After removing the hinge pins and unscrewing the friction hinges, the hatch cover was free. The only remaining tasks were to install the temporary cover and protective tarp and pack up the crazed hatch cover for shipping to Select Plastics in Connecticut. A few days after shipping the hatch cover, Select Plastics acknowledged receipt and sent me a detailed repair order for authorization. The Ocean 65 is one of the largest hatches made by Lewmar, hence the price. Repairs to smaller hatches cost less.

About six weeks later, the hatch cover was delivered to my front porch with a new crystal-clear lens, new gasket and seals, new locking handles and a number of other spare parts needed for reassembly. All I needed was a weather window to reinstall the refurbished hatch cover.

Reversing the disassembly process was quite straight forward and took me only about an hour to complete on an unusually warm early February day. The toughest part was fitting the four small plastic washers to the hinge pins. Despite my “fat fingers,” I managed to get it done without dropping any of the

small parts overboard. The new hatch cover looks great (see Image 6). I'm sorry didn't do it sooner. **—Stefan Leader**



A view of the underside of the temporary hatchcover and the two attachment bars and bolts used to hold the temporary hatch in place below the foredeck.



Newly installed Lewmar Ocean 65 hatch cover with its new crystal clear acrylic lens



The toughest part was fitting the four small plastic washers to the hinge pins. Despite my “fat fingers,” I managed to get it done without dropping any of the small parts overboard. The new hatch cover looks great. I'm sorry didn't do it sooner.

CATALINA 36/375 INTERNATIONAL ASSOCIATION

Repair or Replace OEM 93 Series Forespar Marelton Seacocks



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer



C36 Association
Technical Editor
Mk II hulls
Chic Lasser

Special thanks to Steve Steakley for submitting this article. —**Chic Lasser**, chiclasser1@yahoo.com

We have a 1998 C36 MKII. The handle on the engine raw water Forespar Marelton seacock was getting tough to turn (even with lubrication) and was leaking a few drops each time we turned the valve on or off. Since the boat was hauled out for a bottom job it was a good time to replace the valve. After reading several posts on the C36.org site I found the following PDF files

to help guide me in the installation. The first PDF file provides the part numbers for all the OEM 93 Series seacocks based on thru hull size and barb/angle configuration. The second PDF file is the Tech Sheet instructions to replace all of these valves. I would advise everyone to download these two PDF files to their computer for future reference:

1. <https://www.forespar.com/pdf/techTips/ball-valve-93-series-sail-boat.pdf>
2. <https://www.deckhardware.com.au/assets/files/Forespar/Forespar%20Marelton%20Seacock%20Replacement%20Instructions.pdf>

The seacocks and the individual modular parts are available directly from Forespar. You can buy just the section with the valve and handle and replace that section only reusing the other modules. Some chandleries carry the OEM Forespar seacocks or can order them for you, but probably not the individual modular parts. For instance you can buy just the center section that has the handle and ball valve directly from Forespar. I bought the entire seacock part #931154 including

thru-hull and base from Fisheries Supply here in Seattle. I only used the top two sections since I was not replacing the thru-hull or the base.



See Picture 1: This is my 1" raw water seacock, I had to use a pair of pliers on my medium phillips head screwdriver to break the screws loose, but all four came out easy enough. As you can see the seacock is modular in design: The thru-hull, the base that the thru hull screws into, the ball valve and handle section, and then the top section with the hose barb. Also I removed the handle by removing the supplied plug and removing the screw. You could actually close the seacock, dive to install the plug in the thru-hull and then remove the handle. You could replace just the O-ring to stop any leakage around the handle. One C36 post advised just to tighten the handle screw to stop leakage at the handle, but if the seacock is hard to turn you may need to do more. One Catalina owner has a Youtube video where he replaced just the valve handle module at: <https://youtu.be/ZfcWQWM6N2E>

Picture 2: Shows the handle with the plug and the circular pull in the center of the plug. The circular pull is for the purpose of attaching a long string to the plug so that when you dive to install the plug you can simply pull the string to extract the plug so that you do not have to dive twice (a boat hook + the string can help to supply the proper angle to remove the plug.)



Picture 3: Here you can see the O-ring that I removed from the original base before installing since I would be using the new rubber gaskets supplied with the new parts (as per instructions). If you have an older seacock you remove the old O-ring in the base. Then lubricate the two new rubber gaskets on both sides. I used Marelube but you can use LanoCote or other similar lube. I cleaned the base thoroughly prior to installing the new gasket and seacock.



Picture 4: As you can see the old screws were a bit longer than the new screws, the instructions say you may use the old screws. The height of the two top sections was identical so I used my old screws to insure the modules were firmly bolted together.



Picture 5: Then I used the MareLube Reach tool that comes preloaded with grease to lubricate from above and below all of the other seacocks to make sure I do not have to do this again. The package says it contains enough grease to lube 20 seacocks.

When we were in Corpus Christi, TX City Marina a boat sank in its slip due to electrolysis of a bronze thru hull. We owned an Endeavour 42 and live aboard and cruised several years in the Gulf of Mexico where you get plenty of tropical growth and barnacles on the bottom and all its parts. We had Marelone thru hulls. No problems ever due to maintaining them consistently. We did not have these type of modular seacocks. If you had an issue you had to grind out the thru hull, remove the seacock, and start over. I love these modular designs because they are DIY friendly and if maintained will give many years of service. Just a note, you can close the thru hull, and make it easy on yourself to remove the hose from the interior barb by using a heat gun to apply a little heat (NOT TOO MUCH), and the hose will easily pull off the barb to lubricate. At every haul out you can lube the bottom side easy enough. Exercising the seacock (turn both directions a few times weekly or monthly) will keep the growth off and keep everything turning smooth. **—Steve Steakley**

Resources:

Search "Forespar Marelone Seacock" on the following sites:

Catalina36.org

Youtube (several good videos)

Google

Catalina Direct

Tech Support at Forespar:

Randall Risvold

Phone: 949.858.8820

salestechsupport@forespar.com

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CATALINA 350 INTERNATIONAL ASSOCIATION



C350 Association
Technical Editor
Scott Monroe

This quarter's submission comes from Catalina 350's own Association Editor and Webmaster Bruce Whyte. As Bruce discusses, no mechanical problem ever occurs without a warning, just need to learn to listen. But first, we also have a quick update from Michael & Maureen about a story submitted last quarter. —**Scott Monroe**, scott_monroe@verizon.net

UPDATE: SV Journey - C350 #275 Heat Exchanger (HX) Relocation Follow-up After Sea Trials:

As of this writing, we have taken SV Journey on several places around the Chesapeake Bay motoring and sailing about equally totaling several weeks. Ending our HX relocation article in a previous Mainsheet issue with "sea trials pending" we want to report complete success!!!

Overall the completed cooling system with the HX relocation adds an extra gallon of coolant to the previous factory setup. This is understandable given the extend hose lengths leading to the relocated HX. These results however were not without a few extra challenges. First of these was removing air pockets out of the cooling loop. This involved

several stages, filling exhaust manifold, running the engine up to temp, and burping air out again and again all the while experiencing crazy temp swings. It wasn't until another boat owner told us to completely remove the coolant cap (no half turns or barely on caps) that most of the air was able to quickly exit the engine. Thanks Frank! Also, there is a bleed valve at the thermostat, which we mistakenly did not leave it open long enough to remove all the air. We also ran an appropriate bonding wire from the HX to the chassis of the engine to allow the zinc to do its job.

We could not be happier as our faith in our engine has been fully restored. Total cost for our C350 HX Relocation was about \$600 on a DIY basis. —**Michael & Maureen**, SV Journey

Shafted by Seal and Transmission

By Bruce Whyte • *Aussie Mate*

A friend and I had planned, on fairly short notice, a trip from Oriental, NC to Deltaville, VA to be followed by a week's cruising in the lower Chesapeake Bay. At the end of the first day, once tied up at the marina, we found a rug in the aft cabin soaked with clear, odorless and tasteless fluid (yes, I tasted it, cannot rely on crew to do the dirty work!). With no sign of any leaks from the ports nor any drips from the ceiling, and only minimal signs of water in the engine compartment, we decided to just watch it.

Several days later, while motoring we found the rug was again soaked. Again, no sign of leaks around ports, ceiling or anywhere else. With renewed concern I lifted the aft cover over the transmission (you know that one under the two half mattresses!) and was surprised to find water spraying in 360 degrees like a hose faucet on full spray. It appeared to be coming from the front end of the prop shaft or the aft end of the PSS seal. If we reduced the rpm, the spray also reduced. Fortunately, the bilge pump had no problem keeping up with the ingress of the water. This helped our choice among three options.

The options then were:

1. do we consider this an upcoming emergency and issue a Pan Pan; or
2. do we head into the closest port maybe 10 nM away to the west; or
3. do we continue to Deltaville, only about 20 nM away to the north?

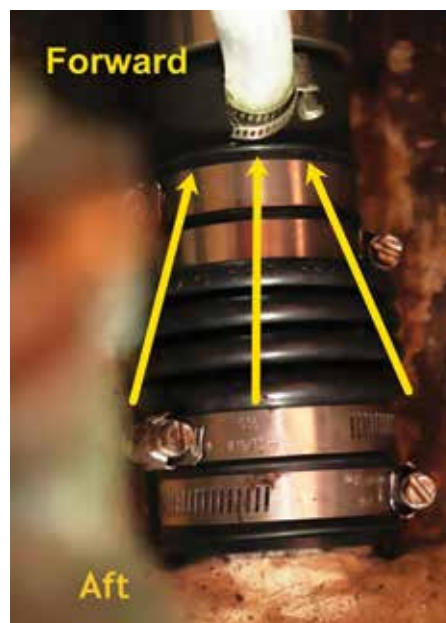


Image of PSS Drip-less shaft seal, arrows point where water was spraying from

We opted for Deltaville, but, as dictated by Murphy's Law, we arrived late on a Friday and nothing was open. We called Chesapeake Cove Marina, who had helped us in the past and had done such a sterling job over and above the expected, but they were full with boats on the hard and recommended we go to Sting Ray Point Boat Works next door. Fortunately, they had space and suggested we come first thing Monday morning, unless we had uncontrolled leaking from the seal. Since we didn't, we waited.

On the Monday morning, my 500-yard trip to the Boat Works next door, nearly became a trip to Neptune. On that short trip I lost power 3 times with each gear change clanging noisily and we managed a slow coast onto the dock.



Image of new and old shaft coupler, arrows point to sheered key

Once hauled, external examination found no damage to the propeller nor any obvious damage on the shaft. The mechanics could not wait to get into the boat. We ripped out all the mattresses, pillows, blankets, paper work and other stored gear (we all use that as our storage shed, right?) and into the guts of the power train. First thing the mechanics found was a huge difficulty turning the shaft and coupler separately.

It took several hours to free up the coupler from the shaft. When removed, it was found to have sheared the key inside, half of which had been all but welded onto the key space of the coupler. The other half of the key just fell out when the coupler was unattached. The shaft keyway also showed extreme damage as might be expected. With both the shaft and shaft coupler damaged there was no way the two components could work together and power the boat. They kept vibrating and slipping.



Upper image shows damaged dimple for coupler set screw, right image shows worn keyway in shaft

There are two bolts on the coupler, one of which is seen on the first picture. These screw through into two dimples on the shaft to secure the two pieces together. These dimples are pyramidal in shape with the apices deepest into the shaft. As can be seen here, our dimples were a mangled mess.

It was also noticed that the rubber bellows on the PSS seal were not expanding when under no pressure and had lost their elasticity.

So, at the end of this first day it appeared that we needed a new propeller shaft, a new coupler with aligning bolts, new lock washers, new set bolts, new PSS seal, bellows, O-Rings and hose clamps.

There was some good news. The stainless-steel shaft seal rotor and the graphite stator plate were sound and undamaged. They could be used in the new installation. The cutlass bearing was also deemed undamaged and not in need of replacement.

There was some good news. The stainless-steel shaft seal rotor and the graphite stator plate were sound and undamaged. They could be used in the new installation. The cutlass bearing was also deemed undamaged and not in need of replacement. While at it, the external



Zinc collar positioned too close to cutlass bearing

zincs were close to needing replacement, so we did that also.

Interestingly, there was a shaft mounted zinc collar between the cutlass bearing and the propeller, which was considered an overkill by the mechanics. Because shaft mounted zinc was so close to the cutlass bearing there was a concern that it could have hindered the water lubrication of the bearing. Fortunately, there was no evidence that this occurred.

Once the new shaft arrived (5 days) the coupler, stainless steel and graphite plates, seal, shaft and other bits and pieces were installed. Next day was splashing day at last.

The boat was splashed first thing in the morning and the engine tested. First thing we heard was an irregularity in the rpm. When put into forward gear, the clunk was very very audible, slightly less so in reverse. So, the engine was shut down and checked, only to find oil and water in the pan under the forward part

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CATALINA 350 INTERNATIONAL ASSOCIATION

(continued from previous page)

of the engine. The immediate thoughts turned to the transmission, which was dripping fluid noticeably.

So hey, this is easy. Call back the crane (included in the estimate, right?) and lift the boat back onto its previous stands (that had not even had the time to be moved). A new transmission was ordered and expected in 2 working days. Well 3 days later and a wrong delivery address the transmission finally arrived. Eight days on the hard. Y'all know how much fun that is!!

Next day the transmission was installed, and all the previously installed and uninstalled parts were reinstalled. We splashed the boat then ran it against its lines for an hour. No problems. Quieter than previously, cooler (by 7-10 degrees) and vibration free. So off to the next marina to refuel and head back to our new and temporary summer base for 2019.

Oh, and did I mention the fact that I replaced the hot water hoses but forgot to bleed the lines so we of course, overheated on the way back to the dock. Just a minor panic ensued. Thank heavens the Admiral was still at home.

Lessons learned from this experience were multiple:

1. Learn more about your engine;
 - a. Listen to your engine;
 - b. Check engine alignment often (some suggest it should be realigned after each "shock" such as being hauled out of the water or after hitting submerged objects);
2. Do not wait;
 - a. Don't wait to see if anything else happens, act on it when it does. We should have acted on the first day and hunted down the problem. Mind you if we had, we would have been stuck in a marina that did not have any mechanical access nor haul out facilities, but that is easy to look at in retrospect;
 - b. How easy would it have been for the PSS Seal to totally give way? Then what? I have been told that is the scenario for total disaster. OK.
3. Go with your gut!
 - a. We had wondered for years about the idling noises made by the engine when we were on Lake Lanier, one of the mildest sailing climates in the SE. We assumed they were normal. But the vibrations back then just may have been the harbingers of what happened years later.

I must add and put the following into perspective. We have a 2005 C350 (Aussie Mate) that we purchased in January 2006. It now has an enormous 779 hours on the engine. So, this is lightly used by any definition. Of those 779 hours, about 250 had been on Lake Lanier for the previous 8 years and 529 have been in saltwater over the last 4 years.

Now we are heading north to join the Catalina cruise out of Rock Hall, assuming we have put everything back together correctly. **-Bruce Whyte**, Aussie Mate

Passing of the Scribe



C320 Association
Technical Editor
Mark Cole



C320 Association
Technical Editor
Jason Reynolds

Warren Updike has passed the Technical Editor's scribe on to Jason Reynolds and myself. Thanks, Warren, for all your work to keep Catalina owners, and C320 owners in particular, educated and informed. I can't count the hours this magazine and our association's blog has saved me on projects I've done on Fiddler's Green.

My wife, Dawn, and I have owned Fiddler's Green for 3-1/2 years now. Like all sailboat owners, I've completed a few projects over those years and I sure appreciate the help and input I've received from other owners of Catalina sailboats. There are so many C320s on the water sailed by competent, knowledgeable sailors that just about any question we can ask is answered with "Yeah, I did that, and here is what I learned...". Continuing that tradition, if there is anything all you C320 owners would like to see covered in an article in this magazine, please let Jason or me know. See you on the water!" —**Mark Cole**, Fiddler's Green, #8, Puget Sound, boatnboot@me.com

Like my co-technical editor Mark Cole, I have owned my C320 for 3 1/2 years. My wife Kerry, and I originally learned to sail on an O'Day 192 and after 13 years were ready to step up to a larger boat so we could begin cruising Buzzards Bay in Massachusetts. Our favorite location is Cuttyhunk, MA but we have also sailed to Martha's Vineyard and as far south at Long Island. We were fortunate that our neighbors are long time owners of a Morgan 38 and they introduced us to mainsheet and encouraged us to join the 320 association. It has been great to belong to a community that shares ideas and knowledge. It has enabled us to complete several projects and repairs to our boat. It is a real pleasure to be able to help spread knowledge to members of the our association. —**Jason Reynolds**, jereyns@hotmail.com

Glow Plugs Replacement Procedure Perkins Perama M30 Engine

First examination of the locations of the 3 glow plugs suggests that much of the fuel system (rigid lines and/or fuel lift pump) may be in the way to be able to extract/install the long new plugs. However, disassembly of only 1 fuel connection cluster on top of the high pressure fuel pump was needed as shown in the procedure below:

Step 1 – Turn off the fuel valve at the tank in the rear compartment.

Step 2 – Remove the clamp/spacer holding the 2 fuel lines located to the right of the glow plug relay (the blue box about 1 inch square by 2 inches high to the left in the photo), so that there is some flexibility later in nudging these lines aside without taking apart a lot of fuel fittings. (See photo 1)

Step 3 – Disconnect the metal strip feeding all 3 glow plugs. The glow plugs look like small spark plugs and are located directly beneath the 3 fuel injectors. The metal strip gets 12 volt power from one wire leading from the glow plug relay. (See photo 2)

Step 4 – Using paper towels to soak up fuel, disassemble the fuel fitting cluster on top of the high pressure fuel pump, located near the front of the engine,. This cluster completely blocks removal of the front-most glow plug. There is a small bolt to first remove on top of this cluster to free the top-most fuel line. Be careful, the top head/nut of this bolt is

small/low in height (so could be easily stripped). Once the bolt is removed, nudge the top thin rigid fuel line carefully forward to gain access to the nut/bolt that must be removed to free the underlying rigid fuel line. Watch...there are copper washers above and below each of the two fuel fittings that should be replaced when reassembling.



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CATALINA 320 INTERNATIONAL ASSOCIATION

(continued from previous page)



Step 5 – Remove the three old glow plugs with a wrench. The rear-most plug will just clear the top of the fuel lift pump body. The center plug is not blocked. The front plug can be removed since the fuel line cluster was disassembled (it may be necessary to slightly nudge the fuel line aside).

Step 6 – Carefully insert and tighten the new glow plugs. I used NGK Y-107V plugs (about \$11 each on Amazon), since these had been installed by the previous owner. Reassemble the wiring to the plugs (using the common metal strip connected to the single wire coming from the glow plug relay).



Step 7 – Reassemble the front fuel line cluster (be careful to keep everything clean) with new copper washers (above and below each fitting). First assemble/firmly tighten the bottom fitting using the larger hollow bolt. Next, bend the



top fuel line fitting back into position and attach it (don't completely tighten yet) using the smaller bolt.

Step 8 – Turn the fuel tank shutoff valve back on. Pump the thumb actuator on the bottom of the fuel lift pump (just below the rear-most glow plug) to bleed fuel out of the loose front fuel fitting and evacuate air in the lines that had been disassembled. Catch leaking fuel with paper towels wrapped around the front fuel fitting. When reasonably sure air has been sufficiently bled from the lines, tighten the top bolt firmly (be very careful, since the bolt head is small/thin and could be easily stripped). Having a helper is recommended for this step so that one person can pump the lift pump while the other person tightens the bolt. Completely clean up/dry any spilled fuel around the fitting.

Step 9 – Reattach the clamp/spacer holding the 2 fuel lines located to the right of the glow plug relay.

Step 10 – Start (hopefully) the engine and run for several minutes. Shut down the engine and check for fuel leaks/seeps. It may be necessary to further tighten the top and/or bottom parts of the front fuel fitting. —**Dave Hupe**, 1994 hull #32

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

Window Replacement on my Catalina MKII Catalina 30



C30/309
Association
Technical Editor
Michael Dupin

Special thanks to Bryant Gorrell for submitting this article. **—Michael Dupin**, dupin.catalina30@yahoo.com

"We might as well..."

After 30 Years and as many summer suns, the original windows on Afternoon Delight were crazed and leaking in many places. I had already replaced the lenses in the opening ports and was very happy with the results. Now the four most expensive words in any remodel being: "You might as well..." It seemed, from what I read, that adding caulk around the outside was tempting but hardly worth doing long term. Replacing the window was going to be the long-term solution.

I read somewhat consistently that most of the windows on a MKII without



Original 30 year old windows on Afternoon delight, leaking and crazed

the aluminum trim need to be custom cut. It's early spring and the weather is starting to turn. Time to get these old windows removed. They were screwed in and sealed with caulk. Removing the screws was simple enough but that caulk held on tight. Working with a putty

knife in between the fiberglass and the Plexiglas, slowly, the caulk yielded. The tools used to remove the old caulking were a plastic scraper, WD40, finger-nails, razor blade scraper, sharp putty knife, sandpaper, vacuum cleaner, a case of your choice of liquid patients and



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CATALINA 30/309 INTERNATIONAL ASSOCIATION

(continued from previous page)

time and more sanding followed by a good wipe down with acetone. I cracked the old windows in a few places in the process, but it was the old window so no big deal as long as they were in one piece for the template. This was quick, around 2 hours for all 4 windows. The old caulk was tough to remove. The Service Manager at the marina had told me he knew somebody who could cut out and supply my windows. He was local and very reasonable. Great News!

The Quest

As it happened, the shop I was counting on had just burned down and the owner was out of business! I now have a boat with windows made out of tape. There must be other places that can handle the job.

A very industrial shop told me they could cut the windows but was asking \$400 each. That seemed very high and more I was willing to pay. My budget was about \$100 each. I found the Plexiglas online for \$200 (4'x8', 1/4" thick, needed about half the sheet) and a friend that could do the cut for \$300. I purchased the material and within one day, the windows were cut perfectly to size and with the beveled edge like the ones from the factory! They were a perfect fit! Mission accomplished. Not quite.

Trial and Error: The installation

With the Plexiglas in hand and reading old posts on the Catalina 30 site and watching YouTube, I had a plan and it seemed simple enough: caulk them in place with VHB tape and black Dow Corning 795® (DC795) silicone caulk. 1) tape off around the windows so you don't make a mess with the DC795 caulk, 2) VHB tape the window flange 3) Dry fit the window in place and ensure it fits just right 4) remove the tape cover and very, very carefully, drop the window in place. 5) Repeat. Easy enough, with the caveat that there is only one try, when this tape grabs, there is no room for replacement.

This was quick, around 2 hours for all 4 windows. The old caulk was tough to remove.



Old windows removed, some left over old caulk before final scrub



Cardboard template, cut to achieve a very tight fit

First attempt: The windows fit in the opening like the bung of a barrel. The beveled edge didn't bottom out on the flange base where the old windows had been installed with screws. This was probably to keep a good thick bedding of caulk from squeezing to nothing. The tape was not thick enough to reach the Plexiglas to grab hold all the way around the window. Some corners would just not hold tight enough no matter how hard I pressed them in. Also... There was no opening between the window and the fiberglass to squeeze in the DC795 to fill in the gap between the windows and the tape and that would lead to a bad seal, more leaks and back to square one. Abort and rethink. After a few hours, the windows were saved and the tape off.

Second attempt, which worked: plagiarize the original factory install, a bit lengthier but safer. Catalina had put these windows with screws

and they held for 30 years. With the help of the screws, a thick bedding of the DC795 could be applied and the window secured by the screws until the DC795 sets up. After that, the screws could even be removed and their hole filled with the silicone caulk. Here are the steps: 1) Clean with acetone and dry fit the window and tape around the opening to get a clean edge where the caulk should stop 2) from the inside, trace the window opening on the paper backing of the Plexiglas, cut, remove and roughen with 80 grit to ensure a clean but proper bond with the DC795, clean with acetone 3) tape the inside flange of the window to keep the squeezed caulk from messing the interior up, 4) drill holes on the new windows to match the holes on the old windows 5) Drill out the old holes in the boat with a counter sink bit and fill them in with epoxy and let dry for a good 24 hours 6) predrill the holes



Final product from the inside, night and day from the original windows



Final product from the outside, showing the new screw placements and clean lines of the caulk

from the windows into the fiberglass 7) caulk, I put a good 3/8" thick of bedding, don't scrimp on the caulking as you want to fill all voids, use a plastic putty knife and spread the caulk so that it covers the entire window frame and is nice and thick 8) Secure with 5/8" pan head screws and squeeze the caulk. You want the caulking to squeeze out 360 degrees when you press and screw in the window frames. 9) Once the window is in place you can use a gloved finger or a squeegee to smooth around the edges to get a nice bead between the window and your taped edges inside and out. Fresh caulk smooths out nicely, so do this quickly. Get rid of the big clumps of excess with the paper towels. Done, beautiful!

Final Steps

Move quickly from window to window caulking, installing the window, screwing it down, and removing the excess caulk. When all 4 windows are done, go back and carefully remove the paper covering the Plexiglas while the caulk is still wet on both the inside and outside and finally remove the masking tape. Ideally, all this should be done before the caulk dried out to achieve a nice clean edge. Wait for the caulk to set completely for 72 hours. Scrape any remaining excess with a plastic razor blade. At this point, the windows are like new: clear and clean edges. To keep their renewed look even longer, never clean them with a product that contains ammonia (such as Windex)

Lessons Learned

I only used 7 screws per window as I was only getting the window to stay in place until the DC795 set up. The masking tape is what made the difference, so I took my time and did it the best I could. Taping is the art part of this project, so I tried to get it to look as good as factory!

Things I learned: This project was a little bit more intense and stressful than I thought originally. For example, when the old windows are removed and fiberglass is cleaned up, everything falls inside because the windows are sloped inward. From experience: remove all seat cushions and cover everything. Also, a vacuum is your best friend. As an alternative to the method above, the windows could have been installed with VHB tape but they would have needed to be cut by a further 1/4 inch all around to provide room to caulk behind the window's edge. Screw-less is also an option as well, provided that wooden jigs to press the window in place are made in advance until the caulk sets up. One day I might remove the screws and fill the holes with a dab of the DC795 caulk. Looking back, this was definitely a two person job (my mechanical engineer son's two hands and profession was of huge help), filled with frustration and stress but at the end, so worth it!

About the Author: Bryant Gorrell, owns Afternoon Delight, C30 from 1988 (#5215). Bryant has been sailing on the Upper Chesapeake Bay for 47 years. He has raced out of Havre De Grace and the Downtown Sailing Club in Baltimore. He now enjoys cruising with his wife, family and the Northern Chesapeake Cruising Club exploring the bay.

CATALINA 28 INTERNATIONAL ASSOCIATION

Start Your List for the Winter

As this copy hits your mailbox another year is coming to a close, for some of you nothing changes, for some winter storage may be well underway and some of us are still planning what we will do this year. So as you prepare for winter where ever you are here

C28 Association
Technical Editor
Ken Cox

are hopefully some timely thoughts and reminders.

Now is a good time to look your boat over with a surveyors eye and start your list for the winter, adding onto the jobs that remain unfinished. Don't forget to check your flares, check those fire extinguishers against the Kidde recall of not long ago. Also note a couple of other recalls. If considering and LED update or replacement the USCG warns that not all lights are equal. Some are designed for powerboats and some are designed for sailboats and they have different field of view needs, be sure you get what you need, see alert number 02-19. Honda has a recall on a common generator EU2200 series fuel leaking from the fuel valve has been reported, the upgrade repair is free. It is also a good time to check your thru-hulls especially if they are plastic/nylon. Maybe your PO has replaced some or all, maybe a good tap with a plastic mallet, on the hard would be where you would want them to break, many break and sink good boats every year.

—Ken Cox, kenneth_cox@sbcglobal.net

From Norb

My 1990 Catalina hull 71 has a fiberglass cabin sole. Prior owner has a deep pile carpet remnant in there which is a moisture sponge. Any one do carpet? If so, what did you use and how did you hold it down?

From Bob Storrar on Moon Dance, #177

I replaced the carpet last year with a carpet runner (photo on web site). It is narrower the original but easier to wrestle around when accessing the bilge an cleaning I had to cut a bit of clearance for the mast support. I use the stairs over the engine cover to anchor it at the aft end. Found mine at home depot for about \$70

Unidentified

I've just replaced the carpet on my 1981 C28. I bought a 4.5 metre roll at AUD29 per metre and used the old carpet as a template. Heavy duty scissors made it very easy. Looks great!

From Tim Prouty on 6374

Your local upholstery shop will sew a nice edge on the carpet. Give it that nice clean look. Cheers.

This seems to be our year for holding tank issues:

From Justin Wright #558

I'm sure this has arisen many times on other boats. Our Holding tank is probably 50% full of solids. It has congealed into a solid mass. I need to find a solution to this urgently. I have found two schools of thought, each of which TOTALLY rejects the other as junk science:

1. Use chemicals to dissolve the mass. This is, I'm told, impossible. Only hot water and a stirring rod will dissolve anything.

2. Use Enzymes to eat the mass converting it to pumpable sludge. The chemical supporters say this is a fantasy.

This is a 1996 Mk II. Help please...I can get a pump out boat to our mooring easily, even though the tank is at 50% capacity, there's nothing to pump. What's your experience here?

From Bob Begani

Several years ago, My holding tank was in need of a good cleaning because it was hardly ever used. All I could remember was oxiclean. I checked with my son who has extensive experience in home Beer Brewing. I used oxiclean and hot water as per his instructions. Then rocked the boat and went to the free clean out boat twice and it was clean upon inspection, although mine was not as bad as what you indicated. Maybe it will take several applications more to obtain more capacity and then another several applications. By the way, with a lot of hose I was able to get hot water to my dock.

From Brett Silver

Oxiclean and 120 degree water.

Or if you can get to a homebrew store, Powdered Brewery Wash from Five Star. It has beer stone removing properties, which also work on scale and mineral deposits quite well. It's good safe once rinsed out with hot water, a splash of vinegar wouldn't hurt in the rinse either.

From Ed Montague, C28 1991 #154, On the California Delta

I have had good performance using an enzyme product called Happy Camper. It cleared out the holding tank on my boat and no more smell from the hoses. I believe they have a super duper enzyme product for heavy buildup.. I like the enzyme because it continues to work over time. Chemical products have a short term effect and they are done. Many chemical additives use formaldehyde, don't like the smell and not environmentally friendly.. Once you start using enzyme stick with it. Don't add any chemical cleaner as it will neutralize the enzyme. Check out the Happy Camper website. I have no connection or financial interest in the company.

From Dan in Long Beach CA

Add more fiber to your diet! Just kidding, if the enzyme route doesn't work bite the bullet and replace the tank, Todd or Moeller make excellent plastic replacement tanks.

From Robert Branch, H/N 270, S/V Luntian

I replaced mine with toilet and lines, moderate job.

From John Klinker H/N 582

I once read in Sail Magazine about a mixture of hot water and Calgon water softener, but I'm not sure that would dissolve what is now in your tank.

From Mike Smalter

Hi Justin. Are you sure that the vent is clear? If it isn't, nothing will come out the waste port.

From Dick Barnes, PO H/N 455

I seem to remember something posted years ago about using dish soap, marbles and maybe something else and then taking a boisterous sail.

From Art Harden, Catalina 320, Tortuga

I had the same problem on our Capri 26. Use a solution of 1 gallon hot water, 1/4 cup of water softener, and squirt of dish soap. Add about 2 gallons to the tank and let it perk overnight. Pump out and repeat as needed. You will be shocked at how much come out.

From Bob Storrar, H/N 177 Moon Dance

After you all get solids removed and it still smells like softener you might what to consider spending \$15 (at west marine) for a 4" clear deck plate which can be mounted on the top of the tank. It's a bit of repugnant project but once it's done then just a quick peek through the

lens can show you how full the tank is.

And here is the bonus: later when your solids accumulate at the bottom you will then be able to open the lid and use the proverbial "Sh__ end of the stick" to break up the solids.

P.S. use a sealer you can trust

From, Mike Smalter

I read that the ideal ventilation for the holding tank is two vents, which allows the tank to have through ventilation even when it is not being pumped.

From Denis Okeefe, H/N 108, Brazen Article

Peggy Hall wrote the book on getting rid of marine head odors, somewhere along the line I recall she mentioned increasing the size of the vent hose to 1 inch.

The vent hose on the 28 is pretty small, maybe 1/2 inch and if the tank is overfilled it might not drain back to the tank and becomes effectively plugged.

The small vent outlet screens also can easily get blocked either from gunk in the hose or insects on the outside. If you occasionally get a big belch of foul odor after use my guess is the vent line is blocked.

A bigger hose or adding an additional vent hose would probably be big improvements. So far I've changed to fresh water flush, pump out frequently at our club and listen for air moving through that small vent hose when pumping out. It seems to be working pretty well, only thing left to do is add more ventilation to the holding tank.

The small vent outlet screens also can easily get blocked either from gunk in the hose or insects on the outside.

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Association News

News That's Specific To Your Catalina

Catalina Fleet Rosters

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

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bob@s-i-inc.com

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#2 Marina Del Ray, CA

800.501.1378

#3 Long Island, NY

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

#4 Lake Erie, OH

jpaint412@msn.com

#6 Seattle, WA Tacoma & South Sound, WA

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

#7 Tampa/St. Petersburg, FL

AV8RSailor@verizon.net

#8 Long Beach, CA

http://www.cat30fleet8.com

#10 Galveston Bay

www.fleet10c30.com

#11 Chesapeake Bay, MD

www.sailccyc.org

#12 North Atlantic (MA)

www.allcatalinane.org

#13 San Diego, CA

www.sdcatalinaassoc.com

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(no contact)

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#29 Chelsea on Hudson, NY

salcerniglia@optonline.net

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http://fleet30.org/index.htm

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drpost6290@yahoo.com

#32 Lake Lanier, GA

rrose@deltaenv.com

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(see Fleet #7)

#36 Lake Perry, KS

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#37 Vancouver Island, BC

gm@bonnor.com

#38 West Michigan, MI

http://www.lmca.com/

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602.867.0650

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szymanskim@msn.com

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atanua.sail@gmail.com

South Shore Yacht Club, Milwaukee, WI

http://2011c30anationalregatta.com

Other regional C30 Fleets

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celtic-myst@attbi.com

KLACA Kerr Lake

doncourtney1@aol.com

OSCA Rhode Island

www.oscafleet.org

SBCYA Long Island, NY

www.sbcyc.org

CSMB Santa Monica Bay

millerjonathon@mac.com

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bluwater30@cox.net

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Let us know where you sail!

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

CATALINA 36/375 INTERNATIONAL ASSOCIATION

Old Salts Journey

Our Association and Members continue to plug away at improving our level of contributions to this fine publication and we are so proud of the many C36's that have graced some recent covers here! (Our boat sure has nice lines!)

That said, there is always room for improvement, right? It occurred to me that with the many and varied posts I am seeing at our FB page (and given that we are also now seeing members join our FB Group, even though they may own a differing Catalina model), the benefit of so much knowledge and sharing has to be good for the Catalina brand/family of sailors.



C36/375
Commodore
Laura Olsen

With this in mind, I'd like to share with you some of the topics and information recently posted at our Facebook site (Search for us at Catalina36/375IA Group. Steven Jones is our moderator.), and hope that this inspires any readers (regardless of which model Catalina you have!) to please consider writing something up for Mainsheet inclusion. Formal articles printed here reach a different audience and make a more permanent and formal mark (along

with being technically reviewed by Catalina - a point I've made before but is worth repeating!).

Before I begin, I'll point out once again, that the print and social media versions of information do not have to be mutually exclusive. My own observation in the past few years is that although social media sites are very popular and offer some quick response input/output, but these sites are not necessarily everyone's cup of tea. Many people (some of us "Old Salts" in particular) "don't do Facebook" and if you follow the news, FB is having growing pains too. However, it has also caught my attention that our FB group has grown to over 715 members in a little over a year and has attracted more than C36/375 owners. Now THAT is a worldwide and diverse presence not to be ignored.

So what has been posted that may whet your interest? In just this past week alone:

- Can my wing keel be damaged when water is so low, it's sunken in the mud at my marina?
- What useful modifications can be made to my lazarette?
- Autohelm and compass bearing seem way off - what is going on here?
- Diesel heater installation.
- Replacement options for cabinet latches.
- Compounding an oxidized hull back to new life!
- Polishing hatch lens to like new condition.
- Swapping out Sherwood pump with Oberdorfer.
- Pressure regulating valve malfunction.
- Making your own canvas covers.
- Swapping out lifelines with Dyneema.

I have no magic answers to resolve the social media versus non social media tug of war for one's attention. I consider it all a work in progress at this point. Perhaps the information here has inspired you one way or the other, perhaps not. Either way, keep an open mind and seek to be a team player. Whether you are an old salt like me or just getting your hull wet, we are one Catalina family on this journey. **-Laura Olsen**, safetsuper@gmail.com

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CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report

C34IA Membership dropped a bit to 501 from last quarter, and includes 31 C355s.

I got started early this year again, the first week in April. I met Les Troyer in Roche Harbor and we had a few adventures trying unsuccessfully to get to Barlow Bay on Lopez. The May Catalina Rendezvous was excellent again and the weather continues to cooperate for this event in the first week of May.



C34/355
Association
Secretary
Stu Jackson

In June, our friends Len & Judi were sailing to Nanaimo, and just the day before they invited me to sail along with them, so I finally got up the courage to "face the dreaded Dodd Narrows." We timed the slack perfectly after a few hours sail up from Maple Bay. The Dodd Narrows opening is actually narrower than the adrenalin rush I got when we surfed into the postage sized entrance at Lapush, Washington on our trip up in 2016. My friends continued their cruise north and I returned home solo the following day and got to do the Narrows myself. Now that's behind me and I can say I have finally seen all of the Gulf Islands in our two plus seasons here.

I was recently thinking of all those who have owned two Catalina 34s, including Tech Editor John Nixon, our friends the Engelhartes from San Francisco and many others, when I stumbled across a forum post from Susan Ray in Hawaii who has owned three!!!

She wrote: "I sold my Catalina 30 and purchased my first 34 around 2002, her name was Allegro, a 1987. Then my son who lives in California, convinced me to move there which I did. I sold my boat and bought a house where he lives, spent a year there and decided it is not where I wanted to be! So I sold the house and bought another 34, her name was Tranquility, a 1990. I had her for about six years and again my son insisted I move to California. I thought it was a good idea at the time so sold my boat and moved to California. By now you've got down what's going to happen! It wasn't meant to be. I purchased another boat from California last year, the one I have now and her name is Stray, after me, Susan T Ray. She's a 1989 and I've almost got her back into sailable condition, almost... Both of my previous boats are still in Hawaii. This probably shouldn't be done but I bought all three sight unseen until they were delivered to my slip. I had friends bring them over all three times. They went through them and I had a survey on all of them. I am a yacht broker so don't be surprised if Stray gets sold (not too soon) and I purchase my fourth Catalina 34. Thank you for your interest in my journeys!"

Trust you are all having a wonderful 2019 season. And, as always, many thanks from all of us to all of you for supporting the C34IA. —Stu Jackson

CATALINA 320 INTERNATIONAL ASSOCIATION

Romance, Winches, and Videos



C320
Commodore
David Allred

There are those among us who faithfully and meticulously mind their boats as loyal gardeners tend their gardens or as dedicated and loving parents care for their children. They keep up with maintenance and keep a sharp eye out for the earliest signs of any potential problems. They devote hours, days, and weeks to insuring their boats are in tip-top shape and Bristol condition. I admire those folks, but I must admit, I am not one of them. I fall into that other group of boat owners who do what is necessary to keep our vessels afloat and in sailing condition, but without the rigor that often separates the merely sufficient from the pristine. That is not to say that

I do not take pride in Romance, because I do--to a certain extent. I want visitors to feel confident that they are on a seaworthy craft, and I enjoy a compliment about her appearance as much as the next captain. However, I know from reading the Catalina 320 forum that when it comes to maintaining Romance, let alone improving her, I am a far cry

from many of my fellow C320 owners. And, I am both resigned to my comparative shortcomings and also at peace with my sometimes indifferent maintenance decisions.

These reflections were brought to mind last March when I began to contemplate getting Romance ready for re-launching on the Chesapeake Bay.

There are those who faithfully and meticulously mind their boats. They keep up with maintenance and keep a sharp eye out for the earliest signs of any potential problems. They devote hours, days, and weeks to insuring their boats are in tip-top shape. I admire those folks, but I must admit, I am not one of them.

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CATALINA 320 INTERNATIONAL ASSOCIATION

(Continued from previous page)

As I browsed articles concerning Spring commissioning, I noticed several articles recommending regular winch maintenance. Of course, I had seen such articles before, but in my nineteen years of owning Romance, I had never actually done anything with my winches. Partly, (maybe, mostly) that was because of my laziness. Another factor was that I had never had any trouble at all with any of the four winches. But, a big reason for my failure to properly service my winches was a mistaken fear that the job was beyond my capabilities. I had read articles recommending that a shoebox

be used to surround the winch while disassembling it so that no parts would be lost. To me, that precaution suggested that parts were likely to scatter wildly during the breakdown. Several articles strongly suggested photographing every step in the disassembly process so that the winch could be put together again properly. That seemed to forewarn of a complicated and difficult operation that could result in parts left over or improperly placed. Other articles cautioned about using the proper solvents, greases, and oils. All in all, I was intimidated and reluctant to attempt what appeared

to be a barely comprehensible, arduous undertaking that seemed destined to end in failure. Nevertheless, I decided to take on the challenge.

The first thing I did was the same thing I do with every new endeavor, no matter how simple or obscure. I Googled it. As with every other project I have attempted over the last several years, I found dozens of videos demonstrating every detail of disassembling a winch, cleaning and lubricating the parts, and putting it back together. After viewing an hour or two of winch maintenance videos, I realized the process was much simpler than I had anticipated. What I had vaguely dreaded as a foreboding mystery was, in fact, a rather basic and logical process that was much easier than I had expected.

As it turned out, my winches were not in terrible shape, even after years of no maintenance, though they definitely needed cleaning and lubricating. However, the best aspect of the enterprise was my discovery, once again, that my delay and hesitation was based on ill-founded concerns bordering on superstition. I doubt this will be the last time I forego doing something that I should do because of unreasonable doubt, but I hope the next time I am quicker to look for those sometimes elusive videos that provide knowledge and dispel ignorance. Even those of us who are somewhat slothful in caring for our boats can find the help to improve our wonderful C320s as well as ourselves when we make the effort to look for it.

—David Allred

As it turned out, my winches were not in terrible shape, even after years of no maintenance, though they definitely needed cleaning and lubricating.

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

Hits and Misses

In this issue, we have a story of hits and misses about what should have



C30/309
Association
Editor
Michael Dupin

been a simple job (in hindsight, replacing windows is probably never a simple job) in the Tech Notes and below, an owner who found a graffiti tagged 40 years ago during the construction of the boat!

The 2019 nationals are taking place in Racine (WI)

on August 2-4. If you can't make it, do not worry: Josh Norten is pumped about the event and volunteered to chronicle it for us. For more information about the event, see the Racine Yacht Club's website. We'll have the full story in the next issue.

A lot of you have already responded positively towards producing articles on your mods or travels. Thank you! I'll be working with authors to produce the articles for the upcoming issues. However, I need to keep the pipeline full so don't be shy! Scanning on Facebook, Groups.io, etc, a lot of you guys are

doing some very impressive modifications and voyages; shoot me an email to be featured here.

Finally, as per the spring issues, don't be shy on pictures, portrait or not. Remember that most modern phones and digital cameras take good enough pictures to be printed – let's try to have a cover page soon. Until then, fair wind everybody! **–Michael Dupin,** dupin.catalina30@yahoo.com

Treasurer's Message

I want to thank new Editor Michael Dupin for the great June 2019 Main-



C30/309
Association
Treasurer
Max Munger

sheet issue. We look forward to the material new eyes will bring to our members.

I had good response to the back order Mainsheet sale I announced last issue. IC30A will no longer be stocking extra printed copies. We are the last

resource for Mainsheet articles. So call/write to get older issues at the great

price of just \$0.50 per copy. Get 20-30 issues shipped for flat rate of \$15.00. See the website for availability.

This summer, take some time to walk around your marinas and seek out other C30 owners. Tell them what a great association you have and the benefits of our combined sailing experience and technical know-how. We have a great forum of 1600+ owners and a growing wiki library of C30 How-tos and DIY techniques.

Hope to see you at the NCR in Racine WI this August.

Max Munger, 410-353-1150 **–Max Munger,** maxmunger@verizon.net

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Graffiti Original

My husband and I had been eyeing a 1980 Catalina 30 (#1770) at the Lake Norman Sailing club, just north of Charlotte NC. She had been in an accident during a race and the owner wasn't prepared to put the money into it to get her fixed... She had been sitting neglected for almost a year leaking, and getting moldy... So for the right price tag, she was ours!

But first things first, clearing her out and getting her all cleaned up, like how she was when she came out of the production line. I was handling the storage area under the v-berth. It was very dirty, the mold ran deep, so I had to really get in there. As I was scrubbing, I

stuck my head looking back on the starboard side, just above the water tank: "Aidy was there! 3-12-79". How cool!? A graffiti from 40 years ago and probably never meant to be seen. A classic message as well. The boat is vintage 1980, the date matched the construction period. The writing must have been from an "Aidy" who worked on (now) my boat when she was brand new and as clean as I was trying to get her back into. There was an evident cyclicity to my discovery. I know chances are slim to none but it would be great to find who wrote this. I just wish I could thank all involved for building such a great boat. This drawing is, in a way, a

small connection. We are dedicated to getting her all fixed up and can't wait to get her back out on the lake again.

–Nancy and Neil Treadgold, Nancy and Neil mostly sail on Lake Norman in North Carolina



Graffiti from 40 years ago and probably never meant to be seen

CATALINA 22 NATIONAL ASSOCIATION

Catalina 22 National Championship

Due to flooding in Oklahoma throughout the month of May, the Catalina 22 National Championship Regatta was moved from the first week of June to the last week of July.

Pictures and racing results are available on the Catalina 22 National Sailing Association's website at www.catalina22.org.



C22 Association
Editor Rich Fox

This year's Nationals was hosted by the Tsa-La-Gi Yacht Club and Catalina 22 Fleet 62 under the leadership of Duncan McBride. A big thank you to the Tsa-La-Gi Yacht club for all their hard work to make this happen. Instead of canceling the event, Duncan and the Tsa-La-Gi Yacht club went into over-drive to make sure the Catalina 22 National Championship Regatta and the

50-year anniversary celebration of the Catalina 22 as a GO, despite the rain and flooding.

Congratulations to Duncan McBride who was elected as Commodore of the Catalina 22 National Sailing Association. Most recently, Duncan was Commodore of the Tsa-La-Gi Yacht Club on Fort Gibson Lake, Oklahoma and Vice Commodore of the Catalina 22 National Sailing Association. Duncan also has the distinction of being the new owner of the Catalina 22 hull number one.



We also welcome Brent Purcell as Commodore of the Catalina 22 National Sailing Association. Brent will be organizing the 2020 Catalina 22 National Championship Regatta that will be held next June in Fort Walton Beach, Florida. Brent is the son of Beattie Purcell who worked with Frank Butler to launch the Catalina 22 back in the very early 1970s. The Association is honored to have Brent onboard to carry-on the Purcell family legacy.

Congratulations to this year's Catalina 22 Special Award winners: Tammy & Ken Palmer, Family Sailing of the Year; Mark Goodwin, Regional Commodore of the Year; Dora McGee, Leadership Award; Dennis Slaton, Sandy Kennedy Award and Lifetime Achievement Award; Mickey Richardson, Lifetime Achievement Award; David Hayslip, Lifetime Achievement Award – Additional award winners will be recognized in the November *Mainsheet*.

On the Association's website, a new resource is now available – Catalina 22 University. Catalina 22 University provides new Catalina 22 owners with an introductory multi-media overview of the Catalina 22, the Catalina 22 National Sailing Association, as well as resources available to Catalina 22 owners. Catalina 22 University includes links to historical videos, buyer's guide, history publication, sailing destinations, the Catalina 22 cruising club, and much more. **–Rich Fox**, rich_fox@yahoo.com

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