

Catalina  **OWNERS
MAGAZINE**

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WINTER 2019

MAINSHEET



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MAINSHEET

WINTER 2019

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The Catalina 545 is the ultimate in the 5 Series and incorporates all the safety, quality, and convenience features that are a Catalina hallmark, and have made the 5 Series successful.



EDITORIAL:

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Share Your Stories with Us!

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!

SUBMISSION DEADLINE DATES TO YOUR ASSOCIATION:

March 1st, June 1st, September 1st and December 1st.

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C375 Hulls: Position Open

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Visit the association's websites for full lists of association officers.

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Mainsheet magazine is also available as a password-protected digital download in PDF format so you can print specific pages for archiving in your boat's 3-ring binder or for easy reading on your favorite digital devices. Download this issue today!



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Tech Notes: Position Open

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Capri 25 Hulls: Position Open

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Catalina 15 National Association

Association News: c/o Mainsheet, cv.jholder@mainsheet.net

EDITOR'S BARQUE

Editors Plea: Love Thy Neighbor

I received this urgent notice from a LISCA member, as a noble task for which you may want to get involved.

—Jim Holder

Humanitarian Call to all NYC Members

I, Anthony Pozun, NYS RN and member of LISCA, will be traveling for my 11th trip to Florida and the Bahamas. The original purpose of my trip was to teach volunteer fire and police department personnel on Grand Bahama and Abacos Islands, Bahamas, CPR and first aid skills. I have been in contact with local volunteer fire chiefs on both islands and made plans for this training, which I've conducted on the islands for eight past trips.

Because of the recent catastrophic events caused by Hurricane Dorian on both the Grand Bahama and Abacos Islands, thousands of Bahamians have lost everything. The purpose of my trip will now be humanitarian aid and assistance to the Bahamian people. I will be traveling to both islands, staying approximately three months from January to April. I will use my nursing and other skills to assist the Bahamian people to rebuild.

In this regard, I am asking all LISCA members to donate construction tools, clean blankets, bedding, first aid supplies, and any items members may think useful to assist the Bahamian people. I guarantee all items will go directly to these people, who lost so much on both islands. I will personally take everything collected on my sailboat Mystical Paradise and personally distribute them. All donations will be given in the name of members of LISCA.

Please send all items to 127 Deer Lake Drive, Babylon NY 11703, before January when I leave for Florida for the Bahamas. God bless you, and thank you. —Tony

ABOUT OUR COVER:

Photo by www.BillyBlack.com

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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Introducing the Catalina 545

Designer's Statement of Purpose

The Catalina 545 is the ultimate in the 5 Series and incorporates all the safety, quality, and convenience features that are a Catalina hallmark, and have made the 5 Series successful.

The Catalina 545 owner will likely be an experienced couple who enjoy cruising with family and friends, and require a boat with greater capacity and range.

Recognizing that experience at sea heightens an appreciation of safety aboard is a primary design consideration of the 545. This is demonstrated by the watertight bulkhead with an the impact absorbing "Strike Zone" forward; a watertight bulkhead aft with a rudder port containment structure; 28.5" stations and rails, and wide weather decks with tall bulwarks. The solid lead keel absorbs impact and protects the hull structure from severe damage.

Accommodations reflect the needs of experienced owners who desire comfortable guest quarters, but also want an owner's cabin that is more than a sleeping cabin, and will be a comfortable, private retreat aboard.

Special attention has been paid to details that make life aboard more pleasant, such as the dumb waiter connecting the galley to the cockpit, and an aft cabin that easily converts a double berth to singles.

All systems aboard are engineered for reliability, accessibility, and easy maintenance.

The Catalina 545 will be their ultimate cruising boat for many owners, and with that in mind, it has been designed and built to provide many generations of service.

– **Gerry Douglas**
Designer, VP Catalina Yachts



Photos by Billy Black of the Catalina 545 at the Annapolis Boat Show. Billy has 40 years of experience making those magic moments happen all around the world from Newport to New Zealand. We have the patience, energy, and experience to get to the heart of your message in stills and video. www.BillyBlack.com.

View From the Bridge:

Joyfully Wandering | Chesapeake Cruise of 2019

By Frank Falcone • Commodore • Catalina 400/445 International Association

"All Those Who Wander Are Not Lost" was the Tag Line for our 2019 multi-boat cruise on the central Chesapeake Bay! We made it happen during the last 2 weeks in July. I know. You're wondering why anyone in his or her right mind would schedule such an event during the hottest time of the year... because we all need to get used to and become acutely aware of 'global warming'. What other possible reason would someone choose that time frame? Well, let's see. During the middle of last winter, it seemed like a good idea. Anyway, I'm to blame and many of us sailors aren't in our right minds anyway. But, heat or no heat, wind or no wind, AC or no AC, we all had fun - I think - and *"joyfully wandered"*!



Fourteen boats in all participated! Thank you all so much! Here are the names of these boats in alphabetical order.

- | | |
|----------------------------|----------------------|
| 1. AERIE | Catalina 38 |
| 2. ALLEGRESSE | Catalina 36 Mark II |
| 3. ANDIAMO | Catalina 440 |
| 4. BRUNELLE | Catalina 400 Mark I |
| 5. CHANCE ENCOUNTER | Island Packet 370 |
| 6. DILLY DILLY | Catalina 425 |
| 7. KAEA BETH | Catalina 36 |
| 8. MOONDANCE | Catalina 38 |
| 9. PLEASANT DISTRACTIONS 2 | Beneteau Oceania 48 |
| 10. SEA ESCAPE | Catalina 400 Mark II |
| 11. SILVER EAGLE | Catalina 400 Mark II |
| 12. SILVER STAR | Catana 38 |
| 13. SOLITUDE | Hunter 375 |
| 14. WATER DAWG | Catalina 440 |

Although the Catalina 400/445 International Association was the official sponsor of this cruise, skippers with any sailboats were invited to participate. The only request was that participating boats should be capable of sailing or motoring at 5.5 – 6.0 knots sustained. All participants met this requirement. And, there was quite a variety including an Island Packet, a Beneteau Oceania, a Hunter and *SILVER STAR*, a Catana 38 Catamaran!

One of the primary variables for planning the cruise destinations was to try to limit actual cruise durations on the water to no more than about 6 hours per day. We also did not want to cruise at night. As we learned, this goal was not easy to achieve for every selected cruise destination. After some revisions to the originally proposed cruise, we settled on an itinerary. I want to express my deepest thanks to Howard Selover, skipper of *ALLEGRESSE* for his innovative suggestions and continual support during this changing endeavor!

Here is a listing of the cruise destinations and arrival dates as they actually occurred.

Rock Hall	to	Knapps Narrows	July 13
Knapps Narrows	to	Cambridge	July 14
Cambridge	to	Solomons	July 16
Solomons	to	Crisfield	July 19
Crisfield	to	Deltaville	July 20
Deltaville	to	Urbanna	July 21
Urbanna	to	Tides Inn	July 23
Tides Inn	to	Reedville	July 24
Reedville	to	Solomons	July 25
Solomons	to	Herrington Harbor	July 26
Herrington Harbor	to	Rock Hall	July 27

As they say, *"The spirit is willing but the flesh is weak"*. Well that precept applied here. Because of the excessive heat, some of us bailed out and did not complete the entire cruise. I mean, it was so hot (104 degrees 'F' without a heat index) that I felt like I was barbecuing without a barbeque! In some of the swimming pools that we visited, the pool water was hotter than the air temperature! It was so hot, I think I saw the devil in a Walmart buying an air conditioner! I mean, it was really HOT!

Hats off to our brave and undaunted cruise finishers! Neither storms, nor gales, nor slamming waves, nor yawing docks at midnight, nor non-functioning air conditioning units, nor never ending motoring, nor boiling swimming pools nor dogs needing to relieve themselves stopped them from completing the entire cruise. Those that finished are in alphabetical order (*drum roll please*), Theresa & Howard Selover aboard *ALLEGRESSE* and Maryellen & Bill Gray & Denver (their 100 + pound superdog) aboard *SEA ESCAPE*!

It's important to highlight here that Maryellen, Bill and Denver left Georgia around May 15th and cruised north

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up the ICW to meet us for the start of this cruise on July 13th! As I write this article, they're headed north up the Chesapeake Bay, through the C & D canal, down the Delaware Bay, around Cape May and up the NJ coast to NYC! Maryellen is a Jersey Girl (lots of those on this cruise) and Bill is originally from NYC! ...fair winds and calm seas to *SEA ESCAPE* as she continues cruising the northeast!

We must also add that Theresa Selover (*ALLEGRESSE*) most certainly earned her sailing stripes on this cruise. Fighting off fear through a midnight storm that sounded like a freight train speeding through the cabin and 4-6 ft. close chop waves on the Rappahonock River, Theresa is now a 'seasoned' sailor. And, I'm happy to report that she and Howard are still married after this cruise!

Gene Johnson, skipper of *PLEASANT DISTRACTIONS 2*, offered to design and finance the purchase of *Cruise Tee Shirts* for us. Most of us have them now as lasting reminders! Thanks so much, Gene! Norman Plotkin, skipper of *DILLY DILLY*, brought a crew of 6, including himself, from Georgia to be with Maryellen, Billy, Denver and all of us.



We all made some new and lasting friendships! Paul Edelkamp, recently retired and skipper of *SOLITUDE*, and his wife, Maria, sailed from Philadelphia to join us and provided a wide range of excellent photographs.

Dan & Martha Bliss, aboard *BRUNELLE*, participated in the cruise and Martha designed the *Insulated Cruise Bags* which the Catalina 400/445 International Association provided to each participating boat! Thanks so much, Martha!

The goals of this 2019 Cruise were to wander joyfully, make new friends, eat crab cakes, enjoy our boats, learn from other boaters and develop fond



memories! By all measures, we achieved all of these goals. In addition, we were fortunate to do so safely with no accidents or unfortunate occurrences.

For me, after bailing out because of the heat, I finally started reading *CHESAPEAKE*, a novel by James A. Michener. As we learned a couple years ago, Michener wrote this novel in Oxford, Maryland. I'm up to about the late 1660s in this book now and am enjoying every page. This cruise and reading *CHESAPEAKE* helped me understand how special and rich in history the Chesapeake Bay is and how lucky we all are to be sailing upon its shimmering waters!

In retrospect (hindsight is always 20/20), I could have limited the number of selected destinations to, perhaps, 3 or 4; thereby allowing for more relaxation at each location. And, *this'll come as a shocker*, I should have considered selecting a different cruise time frame, perhaps late June or early September. However, the last 2 weeks in July is a fairly standard vacation period for many, hence the selection of that time frame, global warming notwithstanding!

By the way, did I mention how hot it was? It was so hot that Siri asked to be dipped in a glass of ice water!

Stay safe out there. —**Frank Falcone**, Silver Eagle, Catalina 400 Mark II

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Change of Course:

Boating Requires a Certain Basic Knowledge to Be Fun and Safe

By Commander John D. Hooper, U. S. Coast Guard - Retired • Catalina 400/445 International Association

A recent article in the Chesapeake Bay News reported a fatality on the Bay bringing the total to five in the first four months of the boating season. Many of these deaths were unnecessary. One of the more serious incidents was a high-speed collision, in clear weather and calm seas, near Annapolis, MD between a charter fishing boat with a licensed captain and a sailboat under sail. The fishing boat was going so fast the boat went aloft on impact and penetrated the mainsail. The pictures are so unbelievable you'd think the pictures were "photo-shopped". Miraculously, there were no fatalities in that collision.

Recently, my wife and I were sailing our Catalina 400 up the Rappahannock River on a beautiful clear day in light winds. We were almost run over by a 35' cabin cruiser going full speed coming up from a mile and half astern and passing about 30' to starboard. A collision would have occurred had I not turned hard to port in time. I had my radio and a horn ready for use, but his engines were so loud that he would not have heard either. As they passed I saw they had six people onboard, two of whom were looking dead ahead over the windshield and should have seen my sails. He obviously did not know the Rules of the Road.

Many years ago while on a fisheries patrol aboard a Coast Guard Cutter I was assigned to we were diverted to a search-and-rescue for an 85-year old man sailing singlehanded from Newport, RI to Bermuda in the summer. He had encountered a bad storm halfway on his voyage. His boat was dismasted resulting in serious damage to the main deck. He had been drifting for two weeks, was out of food and was on his last quart of water. Thank goodness he had an EPIRB and a Navy P-3 Submarine Hunter picked up his signal, saw him, and advised us of his location and situation. When we got to his position four hours later he was weak, hungry, was suffering from heat stress, and was near death. When we

brought him aboard the ship he kissed every member of the crew!

All these incidents remind us that boating can be dangerous as well as fun. To stay safe requires that ALL of us possess some basic knowledge and apply it whenever we are boating. One need not pass a full USCG licensing exam. There are a number of courses one can take to learn more about boating; courses in seamanship, boat-handling, navigation, weather, aids to navigation, rules of the road, water survival, "suddenly in command", etc. It is not an exaggeration to say that these courses, if taken sequentially, could take a year's worth of your time, and could compare to getting an associate degree. Few boaters have time for that. Many of these courses are free (except the textbook) through the USCG Auxiliary and U.S. Power Squadron, can be taken on a weekend, and are offered throughout the summer and winter. Fortunately, good common sense and experience on the water does count.

Even if you are not inclined or have the time to take these courses there are some "basics" that ought to be learned to stay safe and enjoy your boat and time on the water.

Whether you are on a lake, along the coast, or offshore; whether you are fishing, sailing, cruising, or out in your runabout with a water skier in tow, *these few "basics" are an absolute necessity.*

The "Float Plan"

We often prepare an itinerary for a trip on land. Why not do this on the water where it can be much more dangerous? "Float Plans" only take about ten minutes to complete and you leave it with a friend or dock-mate at

To stay safe requires that ALL of us possess some basic knowledge and apply it whenever we are boating. One need not pass a full USCG licensing exam. There are a number of courses one can take to learn more about boating.

(continued from previous page)

your homeport so they know where you're going and when you anticipate being back. On the water getting caught by a storm is much more precarious and dangerous than when on a road trip. If you are overdue, your dock-mate or friend can use the "Float Plan" to notify the Coast Guard that you're overdue and where you went, type/description of your boat, how many people onboard, etc. so they can narrow the search area for you. Even if you don't complete a "Float Plan" for whatever reason, at least let someone ashore know where you're going and when you anticipate being back.

Basic Seamanship

Be sure you are familiar with your boat and its capabilities. Learn how to dock your boat in various wind and current conditions. Keep your boat and engine in good seaworthy and operating condition. Ensure your boat's lines are of sufficient size, length, and in good condition. Ensure and periodically check all your safety items (eg., lifejackets,

flares, running lights, fire extinguishers, anchor and anchor line, etc.) and make sure you have plenty of lifejackets aboard for all your guests and that they can be gotten to quickly. Have a good and working fathometer and a good GPS aboard. Keep a horn, set of binoculars and portable VHF radio immediately available at the helm. Be mindful of your crew and your guests and be prepared to head in if anyone feels ill or is ill at ease. They'll be more inclined to go out with you again and their confidence in your ability as a skipper will grow. Additionally, learn your typical operating area by heart by day and by night. By that I mean learn where the water towers, radio towers, lighthouses, cupolas, church steeples, and key aids to navigation are around you. If you lose your GPS and fathometer, a dense fog comes in, or a severe thunderstorm occurs that reduces your visibility, you need to know your operating area well enough to get back to your harbor entrance channel safely.

Aids to Navigation

The waterways are loaded with aids to navigation (ie., buoys, daymarkers, lights, lighthouses, etc.) that are maintained by the U.S. Coast Guard to help keep you in the channel and out of shoal waters, find your homeport, and away from submerged obstacles. Learning the science of "ATON" (Aids to Navigation) is not necessary but you should remember the "three R's": "red, right, returning" meaning when returning from sea back into the harbor and to your dock keep the red markers to the right and green markers to the left. Even if the aid is not lit you can tell the port from the starboard marks by their shape, color of the dayboard and number. Green daymarks are square and have odd numbers. Red daymarks are triangular in shape and have even numbers.

Marine Weather

Obviously you can go to a formal school for years to learn the nuances

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of marine weather. Marine weather is complex, ever-changing and can be dangerous to boats and ships alike. Compounding this, weather forecast accuracy varies and is not reliable. So, check your weather for the area you're going to be operating in and for the expected duration before you leave, and **CHECK TWO OTHER SOURCES** for marine weather before you get underway. Then, "keep a weather eye". Periodically scan the horizon to see what the weather is really doing. If you don't like what you see on the horizon, or your gut is telling you to get off the water, do so! Don't second guess your instincts, experience, the ability and stamina of your crew/guests, construction of the boat or reliability of the engine, or your own skills in heavy weather. As I've learned in many situations both at sea and in SAR cases, **DO NOT PLAY WITH MOTHER NATURE. ALWAYS** err on the safe and cautious side when on the water. If planning a long transit know the harbors you can duck into on short notice if the weather gets bad.

Rules of the Road

It takes months of dedicated study to effectively learn the Rules of the Road. Admittedly, they are complex and confusing. Thankfully, you don't need to learn the entire Rules of the Road book to be safe and courteous on the water. Just learn the "basics"—that would be the action/maneuvering required between boats in a meeting, crossing and overtaking situation. Be able to recognize who is the "stand-on" and "give way" vessel and the required action by each boat. Learn the danger signal (five short and rapid blasts on the horn) to warn other vessels of a potentially dangerous situation. Here is where a horn and portable VHF radio are key tools at your conning station. Boaters who own sailboats must also know the rules governing right of way with other sailboats also under sail (eg., who's on port or starboard tack, and whose to windward and leeward). One more thing is necessary to mention: it is true that sailboats have the right of way over powerboats, but don't count on the power boat captain knowing the Rules of the Road. As I described in my introduction exercise caution, keep a sharp eye on the boat approaching,

It takes months of dedicated study to effectively learn the Rules of the Road. Admittedly, they are complex and confusing.

and be prepared to maneuver as necessary early if the powerboat which is the "give-way vessel" is not yielding. One other precaution about applying the rules of the road: just because you are under sail don't count on the large tugboat and barge, or big container vessel, maneuvering around you. In many cases these big vessels are constrained by their draft and maneuverability, so they **MUST** stay in the channel (maintain their course and speed). You are much more maneuverable than they are. So, good thumb rule: **DO NOT PLAY CHICKEN WITH BIG SHIPS**. Discretion can be the better part of valor. Call them on the radio if you think necessary and let them know your intentions, but stay clear of them. Remember, there are no lights, road signs, or lines in the water to control the movement of boats. It can be a dangerous free-for-all out there. So, learn the basics of the rules of the road.

Take Some Boating Safety Courses. Most States now require that boaters 16 years of age and older take a very basic boating safety class to operate a personal watercraft (eg., jet-ski) or boat. It is not a bad idea to learn a few new things to complement your boating experience. These courses are free, short, given routinely by experienced boaters and trainers, and will help your confidence and make you more cautious. It is a good idea to teach your spouse or shipmate how to operate the boat or ask them to take a "Suddenly in Command" course. Teach them a few things about steering a compass course, meaning and use of aids to navigation, or man-overboard procedures under power and under sail. You will never regret learning more about how to be safe on the water and your insurance company may give you a discount for the training.

Single-handing a Boat

One final word of caution (from experience): **DO NOT GO OUT ON A BOAT BY YOURSELF!** There are many boaters and even experienced yachtsmen

who sail single-handed and have done so successfully. A dear friend and dock-mate goes out single-handing his 50-foot sailboat. As I described in my intro about the elderly man sailing from Newport, RI to Bermuda by himself, these mariners are "playing Russian roulette and such unwise action requires Coast Guardsmen to risk their lives, and untold expensive taxpayer resources to go searching for you. There were three sailors last year alone who were single-handing their boats in an Atlantic Ocean transit along the east coast who disappeared and were never seen again. In calm weather or heavy seas it doesn't take much for someone on deck to lose their grip or trip and find yourself over the side treading water with the boat going off in the distance. Additionally, if the weather should turn on you, or there is a medical emergency onboard while under sail (as occurred to me), it is a good idea to have help handling the boat, taking sails down, addressing an equipment malfunction, or getting back alongside the dock. Don't take that chance!

Be safe out there while you are having fun. —**John Hooper**, Liberty, Catalina 400 #136

About the Author: Commander John Hooper recently retired from the U.S. Coast Guard after 32 years having served aboard five large cutters doing search and rescue, fisheries enforcement, drug interdiction, and naval operations from the Atlantic, Caribbean and Mediterranean seas. He also briefly served as a CG marine inspector inspecting commercial ships, examining and licensing ships officers and charter boat captains, and investigating marine accidents and prosecuting licensed mariners for misconduct. He has sailed since he was six years old (racing and cruising) aboard family boats ranging from 22' to 35' on both the Great Lakes and the Atlantic Ocean. He owns a Catalina 400 homeported in Deltaville, VA and sails the Chesapeake Bay. He is a licensed Master Mariner (steam and motor vessels, unlimited tonnage, Oceans); and has spent many a day at sea searching for, and in many cases, rescuing sailors

Sailings's Must-do List:

"Small World" Continues America's Great Loop

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



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

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

I have continued to whittle away on my Great Loop adventure bit by bit. Last fall it was decided that a group of us from Carlyle Lake, IL would take our boats north this summer to cruise the North Channel. As we approached our departure date, our plans changed and we decided that this year's adventure would be Georgian Bay. This phase of My Great Loop took place from June 28th – July 14th, 2019.

Friday & Saturday - DAYS 1&2

We departed home and headed north. After a full day of driving, we stopped for the night just south of Port Huron, MI. The driving resumed Saturday morning with us crossing into Canada. I elected to take the two lane scenic route through the countryside versus the highway route skirting Toronto. This took us a bit longer, but was quite beautiful and we encountered minimal traffic. We arrived at Wye Heritage Marina in Tay, Ontario (just east of Midland).

Wye Heritage Marina is a very nice marina with a large parking area near the boat ramp. We were able to take our time rigging the boats and launching. Our plans were for a one way trip north and once we ran out of time, then making our way back south via land to collect our tow vehicles and trailers. Wye Heritage Marina accommodated our parking requests for \$55 per week while we were away. We got the three boats launched and moved over to their slips. Our group consisted of my wife and I on our Catalina 250 WK, another couple on a Hunter 260 and a family of five on a Santana 2023.

Sunday - DAY 3

While we did some provisioning at home, we were worried that we might have to sacrifice food at the border crossing. Today was spent finishing up the provisioning in Midland, ON. There were plenty of store choices and a Walmart Super Center. We were quickly able to get everything we needed. We decided that we would not rush out of this marina. But instead would stay put for Canada Day and then depart Tuesday morning, July 2nd.

Monday - DAY 4

Last night and today we sailed locally. We also took our dinghies up the Wye River to visit "Sainte-Marie among the Hurons." A French Jesuit settlement. I say dinghies, but in reality, it was one overloaded dinghy and four kayaks. Monday evening we sailed from Wye Heritage Marina to the public docks in downtown Midland. We walked into town for dinner and finished up with ice cream before sailing back to our slips.

Tuesday - DAY 5

This morning we started our adventure north. We elected to travel the small boat route versus heading out into the open bay. Our goal for this evening was to find

We had a nice quiet evening at anchor. I got up in the middle of the night and took a look outside. The stars were absolutely amazing.

a marina in Honey Harbor within the heart of cottage country. Many phone calls to marinas lead to rejection after rejection. After contacting six marinas, it was quickly decided that we would be spending our first night at anchor. Our new destination was Frying Pan Bay on Beausoleil Island just beyond mile 14 on the small boat route. We did not have to anchor, there was room at the Provincial Park docks. We settled in, some went for a hike, I took my dinghy out for a row around the bay. Others kicked back and took it easy. (Distance covered about 15 miles).



Wednesday – DAY 6

This morning started out with our planning session for the day to determine a new target destination. It was decided that we would have a full day of traveling today. First stop would be at Henri's on Frying Pan Island (mile 40.5). We would stop for ice cream and ice and then continue to our anchorage for the night. Final destination was Echo Bay within San Souci Island (mile 42). As you enter the bay, there is a little arm off to the left that is quite shallow at the entrance (per the charts). We had received advice that if we stayed to the right, we could definitely get in there. I got my C250 anchored and then the other two boats rafted up to me. We had

a nice quiet evening at anchor. I got up in the middle of the night and took a look outside. The stars were absolutely amazing. Today's run was 28 miles. 43 so far for the trip.

Thursday – DAY 7

Today's destination was Parry Sound Municipal Marina. Today, would be a lot of motoring and winding in and out of rocks, channels, etc. while following the small boat route. We had quite a bit of fog in the morning. It had us wondering whether we should proceed or hold for a while. The fog would come and go, but never was too limiting on visibility. We had a couple really tight spots to get through. First being the 7 Mile Narrows followed by the 2 Mile Narrows followed by holding in a small bay to wait for the Rose Point Swing Bridge to open.

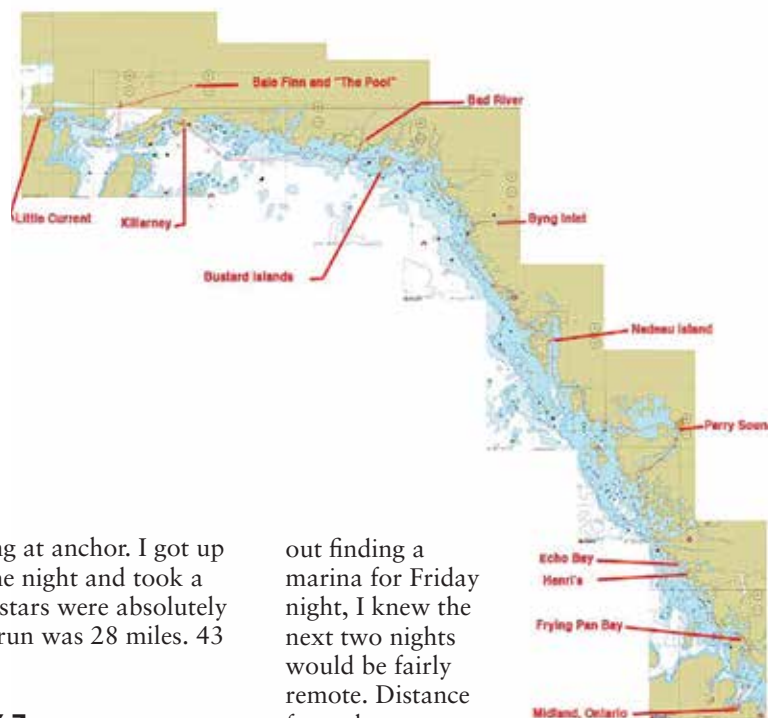
Parry Sound Municipal Marina had basic services and was nice enough. In hindsight, we could have saved ourselves a lot of walking by selecting one of the marinas on the south side of the bay near the river. We walked about 1.5 miles to Walmart to buy more provisions and did some sightseeing around town. Parry Sound is a nice community and I would spend more time there in the future. Today I had spent a lot of time on the phone trying to plan out the remainder of the trip. We still had the goal of going one way. Our initial plans were to make it to Killarney and leave the wives and kids at Killarney Mountain Lodge while the guys made our way back to Midland to get the tow vehicles. I was beyond striking out in finding a means of transportation out of Killarney. We were getting down to the wire on deciding to continue north or find a different route by boat back to our starting point. I was also striking

out finding a marina for Friday night, I knew the next two nights would be fairly remote. Distance for today was about 12 miles, 55 so far for the trip.



Friday – DAY 8

This morning we were greeted by an announcement from the couple with the Hunter 260 that they have arrived at a point of being beyond their comfort zone. We were in a very good location (Parry Sound) for them to get transportation back to Midland. They decided they were cutting their vacation short and heading for home, the dynamics had changed. My boat (s/v Small World) and the family of five (s/v Santana) were more adventurous and wanting to go the distance. We were determined to find a way back to



(continued from previous page)

Midland from up north. The decision was made to press on knowing that somehow a plan would come together. For today's destination, we planned to anchor in a well-protected cove on Nadeau Island near mile marker 29.5 (the small boat route markers restarted at Parry Sound as we moved into a new chart). It was a beautiful day for traveling and we managed quite a bit of sailing interrupted by some motoring through some tight spots. Another peaceful night at anchor. Distance for today was about 29.5 miles, 84.5 so far for the trip.

Saturday – DAY 9

This morning we woke up to the boat completely littered with bugs. At least they have nice little handles to pick them up and toss them over board. A fish was enjoying the free food and was busy snapping them up as quick as I tossed them over. We were hoping to stop in at Pointe Au Baril. From posts on the forum I knew there was a possibility of Henk and Johanna being in the area. I called Payne Marine service and could not get any information. We could not get a slip for the night so decided to continue on without making the detour up Pointe Au Baril Channel. We did a lot of motoring and winding along through narrow channels. Any chance we had with a bit of a straight away and the wind out of a favorable direction,

we set sail and sailed as long as possible. Our destination today was Wright's Marina in Byng Inlet. We detoured off the small boat route at mile marker 57 and headed another approximately 4 miles up Byng Inlet. Wright's Marina was very nice with pleasant customer service. They offered lots of advice for the remainder of our trip north. They also made it pretty clear that we were not going to find any public transport out of Killarney and that it was a long, rough road and trailering our boats out on this road would not be any fun. Total miles today approximately 31, total for the trip 116 miles.

Sunday – DAY 10

Today, a bit more surfing the web and we found a bus from Little Current to Sudbury so that we could rent a car. We would just take one of our wives along so that we could return the rental car. We reserved a car and also booked a marina at Little Current. We now had an end destination, on to working out the details in between. Both of our wives really wanted to spend two nights at Killarney Mountain Lodge, now we had more distance to cover. We needed to make it to Little Current and if we were going to continue on past Killarney, then I wanted to be able to spend some time in Baie Finn. We decided to compress the schedule a bit and the weather was looking like it would cooperate

for skipping a portion of the small boat route, going on the outside. Our plan for Sunday was to make it to the Bustard's and anchor in a nice protected cove between mile marker 23 and 24. We had a great day and managed quite a bit of sailing. We spent the night at Bustard Island Harbor within Burnt Island. We had started on another chart in the morning, once again the mile markers had reset to zero. We traveled about 25 miles today, 141 total for the trip.

Monday – DAY 11

Today, we woke up bright and early. We wanted to make a stop at Devil Door Rapids in the Bad River. This was just a few miles from our anchorage, so we headed out and were anchored just a short while later. My dinghy does not have a motor, but would be the most up to the challenge of motoring up through the rapids to ride back down. The plan was that we would pull the outboard off of Santana and put it on my dinghy. Mark and I would then go and try to run Devil Door Rapids going against the current. If we could get through, we would then come back and get the kayaks in the water and we would tow them up current. Once all were upstream we would then ride back down the rapids. Our attempt with just Mark and I did not work. My dinghy is not really made for multiple big guys and a heavy motor. While we maybe had the horsepower, we were lacking freeboard to be able to punch through, the plan was aborted. We headed back to the boats. Mark and the kids went for a tour of the Bad River while the outboard was on the dinghy. Upon their return we pulled the anchors and headed out for a full day of sailing to Killarney. We sailed about 25 miles on the outside and had an absolutely beautiful day. Winds were about 10 mph on the beam. Distance traveled today 27 miles, 168 total for the trip.

Tuesday – DAY 12

We spent last night and tonight at Killarney Mountain Lodge. This is a great place to hang out for awhile. Slip fees are \$C2.00/foot with a \$C10.00/night resort fee you have full run of the facilities and toys. We did a lot

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Lessons Learned:

Charts, Sonar Charts & Sonar Live

By Joe Rocchio • C470 Association Technical Editor

Onward first cruised to the Bahamas in December 2007 with a newly installed Raymarine E120 chartplotter. The previous Raymarine RL80C chartplotter had used CMap electronic navigation charts (ENC) but the new unit could only use Navionics ENC. As a newbie cruiser to the Bahamas, I heeded advice: buy and carry the Explorer paper chartbooks and use them as the bible for navigation.



This was good advice since Navionics was not able to use Explorer chart information for its ENC (I believe Garmin had sewn up the rights). I quickly learned that the Navionics ENC for the Bahamas were then primitive in comparison in most areas but had wonderful detail in small patches. This was brought home when Onward's keel

gently brushed the tip of the reef running down the center of the north side of the harbor in Nassau. The reef didn't appear on the Navionics ENC but there it was on the Explorer Chart! In my effort to berth at an unfamiliar marina, I violated the Onward ENC Rule: never use an ENC route unless it is first carefully compared with a NOAA or Explorer paper chart at high resolution.

Fast-forward to February 2019 as Onward headed back to the Bahamas with a new Raymarine Axiom Pro 12 chartplotter (see, March 2019 C470 Tech Note) that now allows use of ENC from many different sources and one can easily switch between them while underway. Further, over the last 12 years, Navionics has made extensive improvements to their Bahamas ENC to the point where during Onwards 2019 cruise there, I found them as good as – really usually better than – the Explorer Chart Books.



Screen Shot of Sonar Live Chart for east side of Meeks Patch, Eleuthera, Bahamas

As part of the navigation system upgrade, I purchased the Navionics SonarChart ENC option and I found this to be an extremely valuable tool. SonarCharts provide detailed bathymetry contours that Navionics creates from processing and integrating sonar logs uploaded to them by vessels using Navionics charts. As data continues to be uploaded, a sanity check is done (is this data reasonable, consistent, etc.) and then integrated into the SonarChart database. Thus, SonarCharts are continually updated. Users are cautioned that these ENC are to be used with caution for navigation. When downloaded to the Navionics MSD card, they are available by selecting the Fishing Chart from the chart detail level menu.

I discovered the SonarChart Live function to be a great extension to these charts. When turned on, data from the depth sounder is integrated to provide depth contour maps of the bottom being traversed in real time. I found this a wonderful tool for exploring the shallow areas that I like to haunt in the Bahamas. The width of the bottom in a single path is depth dependent, width increasing with depth as the sonar beam broadens. Traverses can be run to overlap the scans and thus create detailed sonar map of the area. Here are two examples where this feature proved very valuable:

Chez Pierre is a small resort on the west coast of Long Island in Miller Bay north of Thompson Bay. It is run by an expat French-Canadian who serves delicious French and Italian cuisine. I like to take Onward close in to anchor and then dinghy in for a meal. The area is shallow and I use great care finding a place to anchor. This year, I turned on SonarChart Live, and ran overlapping traverses of the general area at low speed so I could “tickle” the sandy shallows. The result was a detailed contour plot of the area. This was saved in the sonar log that I later uploaded to Navionics – but for my use, I took a screenshot that is saved to the units MSD card for future reference.

The second example was near Spanish Wells area of Eleuthera. I was looking for a spot to provide better protection from the west winds from an approaching cold front. Meeks Spot, a small N-S lying cay, offers this protection but I was skeptical of the depths in its lee. The newest Navionics ENC had a few more soundings that made it look promising. So, I turned on SonarChart Live and very slowly began to run traverses of the area. When done, I had a chart of a nice basin with more than enough water to safely anchor for the front passage. Neat! (See: <https://www.navionics.com.au/sonarchart-live>)

The June 2017 C470 Tech Note described installation of a portable SonarPhone WiFi depth sounder for use in a

dinghy. The SonarLive data can be used by Navionics smart phone apps to plot a soundings map in real time. Neat!

Note: it is possible to be adventurous in the Bahamas where most of the bottom is sandy and contours away from cays that tend to change slowly. This summer in Maine with its unforgiving rocky bottoms and rapid shoaling I considered it a bad idea to tickle the shallows – but I still found SonarChart Live useful to scope out anchorages and passages and give me more confidence beyond the limited soundings on charts.

Jim Wohlleber wrote in the February 2003 C470 Tech Note of the Interphase phased array sonar system he installed on Beckoning C470-76. In my experience when sailing with Jim, I never found it very useful due to its very limited range and thus requiring very slow speeds if you were trying to avoid groundings. Progress continues to be made in developing forward looking sonar systems and there are several on the market – but not yet compelling enough to add to Onward's navigation electronics system. Maybe next year... **–Joe Rocchio**, jjr.onward@gmail.com

One more thing.

While hiding out from Hurricane Dorian in Manhasset Bay, I went over to check out a problem that Mike Yorke (Certa Cito C470-108) encountered on his recent cruise: the Fischer Panda generator had lost coolant water flow. I was able to look quite smart and knowledgeable by telling Mike where the problem was and what we would find when we removed the raw water intake hose from the water pump. Sure enough, the feed hose was dry at the top and the pump was dry. Simply lowering the hose opening below the waterline got water flowing and we used it to fill the pump before reattaching the hose. Low and behold, the genset raw water flow was robust when we started it. Pat self on back! Look all-knowing. Smile.

I've written several C470 Tech Notes about abiding problems with maintaining good raw water flow due to loss of prime in the generator raw water pump. I have determined that one of the principle causes is that in the C470, the FPG is mounted so that the feed hose entry to the raw water pump is very close to the waterline so there is minimal hydraulic head to force water to flow to the pump once an air bubble forms (often following the intake line or strainer becoming clogged). This has been such a problem with Onward's genset that I finally came up with a simple work-around.

I installed a brass T-ball-valve (1/2' NPT with hose barbs) in the raw water line just before it goes back into the genset enclosure near the vacuum break. In the normal position, raw water flows to the exhaust elbow. When in the alternate position, it flows into the bilge because there is no exhaust back pressure to impede the pump clearing an air bubble and re-priming itself. When I detect a loud exhaust sound associated with poor raw water flow to the exhaust elbow, I temporarily open this valve for about five seconds allowing the raw water pump to re-prime. I keep an NPT plug screwed finger-tight in the valve outlet to thwart flooding from an accidental valve opening.

–Joe Rocchio, jjr.onward@gmail.com



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Inland Sailing on Lake Coeur d'Alene, Idaho

By Captain Richard Sayre and Admiral Karen Sayre • CM440 *Alchemy*

Our connection to Catalina began about 40 years ago with a rarely sailed and well-aged Catalina 27. It was a fixer upper, but I'm a fixer-upper kinda guy, so it became our new lake retreat on Lake Coeur d'Alene, Idaho, some 40 miles east of Spokane, Washington, our then home. We've since moved closer to Coeur d'Alene, primarily to shorten our trips to our CM440, *Alchemy*.



Still water as we head out for a lovely day on Lake Coeur d'Alene.

I learned to sail as a student at the University of Washington in Seattle, where physical education (PE) classes were mandatory. Sailing became my PE credit. We learned on C-Larks, where I spent as much time in the water as I did in the boat. We then completed an ASA-sanctioned "Cruise and Learn" program, which taught us how to sail and to navigate in the San Juan Islands of Washington and Southern British Columbia, Canada.

Ready for new adventure, we went shopping for a boat. The Admiral had only one requirement: *our boat must have an enclosed head*. It did, and we became boat-owning sailors. Over the years we graduated to a C36 Mark II, *Shizuko*, then to our current vessel, a CM440 named *Alchemy*, largely for what we considered our remarkable ability to afford it.

Alchemy is a 2006 CM 440, hull #19, one of the earlier hulls created by Catalina. We toured a lot of boats, but a CM440 seemed the best fit for us. We are very fond of the electric winches and creature comforts not found on most boats today. And, much to the Admiral's delight, it had not one, but two enclosed heads! The yard guy told me he didn't like working on the installation of the heating system because the quality of construction on a Catalina is so stout. Over-building bulkheads and using thick high-grade marine ply everywhere made his job far more difficult than most other boats he worked on. Music to my ears.

We installed a hydroponic heating system when we bought the boat in 2006 (winters are cold here!) and later an EFOY fuel cell to generate electricity, both of which have made a real difference in our quality of life on the water. The Admiral was not fond of me running the engine to charge the batteries over a long weekend at anchor, and this thing is silent. Exhaust

is limited to a few drops of water and some warm air.

We added a first mate to our crew, Bailey the cat, who sailed in one of three places over the years: on top of the aft bunk, warmed by the engine; to the right of the main hatchway, so she could glare at noisy speed boats; or just beyond the roller furling gear on the anchor roller, where she had the feel of spray and the best scents to smell.



One of the nicer aspects of the CM440 is a flat spot on the top of the boom, especially if you are a cat.

Lake Coeur d'Alene means "Heart of the Owl" in French, and was named by early Jesuits and French trappers in recognition of the logging industry that was built along its shores. It is one of a three-lake system, starting with Priest Lake to the North, then Lake Pend Oreille, then Coeur d'Alene. Lake Pend Oreille is the largest of the three, so large, in fact, that there is a naval base in the small port of Bayview, where the US Navy sound tests submarine hull shapes in more than 1,000 feet of pristine freshwater. None are accessible except by land or air—they are essentially land-locked.

Lake Coeur d'Alene is more than 40 miles long and up to 20 miles across in some places. It is fed by streams flowing from the Rockies and flows out to the

Spokane River, which connects to the Columbia and eventually to the Pacific. The head of Lake Coeur d'Alene lies deep within forested lands. The lake is sustained by waters from the "shadowy" St. Joe and the Coeur d'Alene Rivers. Scenic dinner cruises ply the rivers originating from the world famous Coeur d'Alene Resort (featuring the famous "Floating Green", the world's only floating, movable golf green). There are two major cities that impact this lake. The first is Coeur d'Alene (named for the lake) and to the West, Spokane, Washington, named for the Indigenous peoples native to the area.

'Our' lake has literally hundreds of bays. Some with buoys supplied by governmental entities and some with nice firm mud bottoms perfect for anchoring. There is always a place to stop for a bite or to hide from a storm. Squalls on the lake can produce 60-knot wind gusts from time to time, so hidey holes can be very handy.

We have several favorite anchorages. A particularly lovely spot is Beauty Bay, tucked away at the Northeast end of the lake. The entrance largely invisible to the uninitiated. It is common to find us there after a long week, or perhaps in 16 to 1 Bay, some 15 miles south of Beauty Bay. 16 to 1 was named not for the bottom conditions, as one would expect, but rather for the ratio of gin to dry vermouth mixed by the owner upon arrival in years past! Only local sages know this, and I was blessed to know one.

Other bays dot the lake. Rockford Bay has a lovely resort and dock system



Heading toward Beauty Bay's protected anchorage.



Lake sailing is grand, but sometimes we adventure to other waters. Here is Karen with an impressive catch in British Columbia.

for boaters. Carlin Bay is another resort, known locally as the home of the slider, descriptive of the speed at which this greasy burger passes through an unsuspecting patron! The small city of Harrison sits towards the headwaters of the lake, with dockage, fuel and funky shops to investigate.

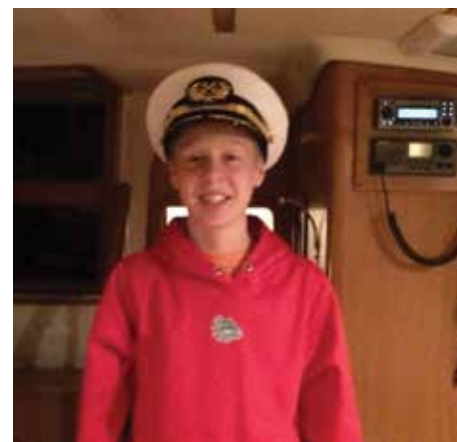
Alchemy lives at the Cougar Bay Sailing and Chowder Society, a jointly owned dock system comprised of only 10 sailing families. We have shore "facilities" that include a hot shower; an attached floating dock affectionally known as the 'Party Dock', complete with a shared refrigerator, BBQ grill, and power; and an interesting history. The party dock has a square opening in the floor, over which appears the mounted remains of an outhouse, complete with a crescent moon cut into the door! The floating dock formerly belonged to a now-disbanded Star Club, per a local sage on the lake. This was their starting dock and the "hole" was constructed for the starters and judges. It must have been quite a sight floating in the middle of the lake with a half moon cut into the door of the biffy. To become a member (and slip owner) at Chowder Bay, you must rent for a year so we can all get to know each other. If, at the end of the year, you like us and we like you, you may buy into the club. It has been thus for at least 60 years.

Summer winds on Lake Coeur d'Alene average 10 to 20 knots, with temperatures in the 70s and 80s. It can be an idyllic place to sail during the day and then spend a quiet evening. Stronger winds are not uncommon, though. The lake is easily navigable, which means marine markers, lights, Coasties from time to time, and many very good inland sailors.

The Coeur d'Alene Resort is in the city bearing its name. There you can find an impressive structure and has a golf course with a green located on the top of a camouflaged barge that moves several times per day (the famous "Floating Green" mentioned earlier). There are carts with forecaddies, adult beverages at your disposal, and a driving course on the shore that offers floating balls for practice. Balls are contained within a well-constructed boom system that scoops the balls from the lake and collects them for reuse. The resort has all the amenities you would expect of a high-class haven, and it is situated on a beautiful lake in scenic Northern Idaho. In addition, Coeur d'Alene has wineries, boat rentals, breweries, touristy shops, and miles of relatively crowd-free sailing most of the year.

Our CM440 is our lake home with one very clear advantage—it moves. We can spend a night in Beauty Bay, the next in Aberdeen Lodge Bay, and end up in Loffs Bay before heading in after a lovely long weekend. Waters are calm, winds are pleasant, and the cat is friendly. Sadly, we lost our sailing cat Bailey a few years ago, but our new meowing first mate is doing well in boat cat training.

Alchemy is a lovely place to rest and let the wind take us far away from the rigors of life. And our CM440 was purpose built just for this. We may take her to Puget Sound one of these days; after all, she was built for far more challenging waters. For now, however, we are very content to keep her right here on lovely Lake Coeur d'Alene.



Alex, our grandson, taking a break from the helm.

Tech Notes

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CATALINA 400/445 INTERNATIONAL ASSOCIATION

Time To Move On



C400 Association
Technical Editor
Olav N. Pedersen

Yes, the time has come for me you bid a fond farewell to the Midnight Sun. And for us, the time is right. Mixed emotions: yes. Regrets: none. She has been an absolute joy to sail and has taken us to many wonderful locations in the Gulf

of Mexico area as well as the Pacific Northwest and our favorite stomping grounds, the San Juan Islands.

It has been a pleasure to serve as the Technical Editor for the 400 and 445 group over the years. I have reached out to a number of people that I think would be a great asset to the group, but so far there have been no takers. I even tried to get my partner in crime, Ray Muller, to jump in, but alas, no such luck.

So, what's next? I'll be venturing over to the dark side. I have no idea as to what I'll get, but one thing's for sure; we will be out on the waters again. The Pacific Northwest is way to beautiful to be landlocked. I'll take my time on

this one, especially since I don't know a thing about motorboats or motor yachts. Duel helms, yes. Duel engines, no. Diesel. Yes. Gas. No. And don't even get me started about the difference in fuel consumption. Filling up my 400. I'll have 42 gallons please. Filling up a Grand Banks. I'll have 420 please. You've got to keep track of those zeros.

We can't control the wind, but we can adjust our sails. It's been great!!!
—Olav N. Pedersen, olavnp@gmail.com

CATALINA 36/375 INTERNATIONAL ASSOCIATION

How Tight Should the Belt Be?



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer

I have a love hate relationship with V-belts, actually it's decidedly lacking on the love part. The problem is that our boats' engines were designed in the '50-'70's and built first in the '80's, when 35 Amps was more than anyone would ever need. Fast forward to today and 100+ alternators with external regulation are common. These large alternators are required to fill-up the huge house banks and the battery chemistry has adapted to accept large amperage rates while in bulk charge. The Universal Diesels in our boats have a

single 3/8" belt – which if the stars align can support 70A before slipping, more realistically it's like 60A max before belt slippage occurs. Overtighten and your water pump and alternator bearings are going to fail prematurely, under tighten and your alternator bearings are at risk, and you get the dreaded black belt dust, and premature belt life. I'm going to talk about proper methods of tightening and how to get the optimum from your system. (Aside: please ignore the dirty condition of the engine – I had to motor 3 hours with a blown exhaust riser – diesel smoke, water, exhaust filling the cabin – what a pain to clean up and I haven't got to the engine).

So how do you know how tight the belt should be? The Universal Service manual for the M25 in all the variations and the M35 both specify 3/8-1/2" of deflection with 20lbs of force. Of surprise to me this is measured between the alternator and the crank pulley, not the water pump and alternator as I've assumed. Most of us rely on non-deter-

ministic method of guessing how tight is good. A good push in the middle of the span, twisting the belt of between 45 and 90 degrees... All will get you close but not optimum.

Before getting to measuring the belt tension, let's turn for a second to other factors that need to be correct before tensioning the belt. Belt alignment has two components: 1) linear – are all the same pulleys in a line and, 2) angular – is the alternator pointing at an angle to the water pump or crank? Linear alignment on my M25 is typically only



the alternator, the bolts on the thermostat housing and exhaust manifold are loosened (if your M25 alternator isn't hung off the exhaust manifold stop and upgrade your alternator bracket before you break the timing cover). Now move the alternator forward or aft till things are in line. If you're not sure pull the belt and place a 2' x 1/2" dowel in the water pump pulley groove and extend it to the alternator – it should slide in the grooves without moving fore or aft. Tighten the manifold bolts and shim the bolts on the thermostat housing so you're not bending the bracket to tighten it up. If the water pump to crank pulley is out of line – you need more help than I can give here – consult a mechanic.

Next make sure the pulleys are in good shape, smooth and ding free. If your alternator has a stamped sheet metal pulley – replace it with a solid turned piece. This will require removal of the alternator and taking it to an auto electric shop. Unfortunately you can't do anything with the stamped water pump pulley other than replace it if yours is in bad shape.

Now grab your alternator (without a belt on it) and remove the tensioning bolt. Lift and twist on the alternator – it shouldn't move any direction other than the pivot bolt allows. If it's really wobbly – you'll need to have that fixed before you can get optimum tension.

Now everything is aligned and in good shape, it's time to install the belt and tighten it. I would guess that 80-90% of folks out there grab a big screwdriver or crowbar and start looking for a place to pry against the alternator. Please please don't do this, what you're reefing on is the timing cover which is made of pure unobtainium (which breaks easily), and when available cost north of \$1000. Ok – the levers are not the way; what should you use? I have several options for you.

1. I have been using a Supco Belt Tensioner for some time – it fits between the crank pulley and alternator pulley and uses a turnbuckle type arrangement to push the alternator out and tension the belt (see photo 1). The first time I used this on my boat I broke one of the saddles and had to weld it back on and the tool is spring loaded and is difficult to install. Once on it works great holding belt while verifying the tension, allowing you to

fine tune things. I bought mine from MSC for under \$25. (see photo 1 previous page)

2. Balmar makes a replacement arm (UAA, UBB) and a "Belt Buddy" (BB, BBU) that attaches to your current arm to jack the alternator into position. The arm will not work with the LN-8MR aftermarket alternator I have and I haven't tried the "Belt Buddy."
3. I've welded an old socket that I ground the nut grabbing part off to the adjustment arm. This allows me to use a socket wrench to tension the belt. Combine with some experimentation with a torque wrench I can accurately get the tension I need. (see photos 2&3)

Using the methods above tension the belt and tighten the retaining bolt. I use a gates belt V-Belt Tension Gauge. Gates also makes a device called a Krikit which can measure tension but I haven't tried it. With the simple gauge it's easier with two people. Person 1 – holds a straight edge between the alternator and crank pulley, the other person pushes down until you have 20lbs reading on the force gauge, then read the belt deflection on the inch scale. I've put a piece of blue tape at 1/2" to make it easier (those o-rings get lost easily). You can see in the last photo I haven't yet reached 20lbs force, and already exceed the 1/2" spec. If you're saying I'm measuring on the wrong pulleys – your correct – unfortunately holding the strait edge, pushing the tool and taking the photo required more hands than I have. (see photo 4)

One last thing after removing the Supco belt tensioner – be sure and recheck the tension – if your alternator pivot (remember checking that above) is worn the belt will be too loose.

If you really want to get more from your alternator you'll need to get either the Electromaax or Balmar Serpentine Belt Kit. When I contacted Balmar I was told they don't make one for my year of M25 – so before you go that way look at the crank pulley for 3 or more bolt holes that can attach the kit to.

What am I doing? I've spent the last 2 weeks designing and now cutting aluminum timing belt pulleys to fit on the M25 (and letter variants) – wish me luck. –**Leslie Troyer**, leslie@e-troyer.com



CATALINA 36/375 INTERNATIONAL ASSOCIATION

(continued from previous page)

Mounting Dinghy Davits on a C36 MKII

Special thanks to Paul & Wendy Keyser for submitting this article. —**Chic Lasser**, chiclasser1@yahoo.com

We recently installed davits on our 2005 C36 MKII First Light. Our dinghy, an 8 ½ foot RIB with double fiberglass hull and 3.5hp outboard weighs in at 170 pounds. Even after removing the engine, the dinghy created a lot of drag and noise when we towed it behind the boat. On average, we found towing cost about 1 knot of cruising speed.

After talking with other owners and doing research, we decided on purchasing the heavy duty Garhauer Davits (Model # DD 6-2). These are made from 1-¼" dia. stainless vs. the lighter duty model designed with 1" dia. tubing. We discovered that there are some differences in stern rail designs through the MKII production run, but believe these davits and the installation process noted below should work with all MKII's.



2002 C36 MKII transom design showing placement of compression strut



2005 C36 MKII transom design showing the compression strut positioning had fewer options due to changed stern seat design and the addition of motor mount. Note that there is also an engine hoist.

The Garhauer Davit Kit Contained:

- (2) davit arms and (2) stern rail attachment fittings
- (2) davit arm pivot bases and (2) stern rail attachment fittings.
- (1) 1-1/4" dia. cross bar to connect the davit arm ends (this must be cut to correct length for your boat and is dependent on the distance between the two davit arms).
- (2) support struts connecting the cross bar to the davit arms.
- (2) 1" dia. compression struts with pivot bases (these must cut to the correct length)
- (2) cam cleats
- (2) block and tackle systems
- All necessary attachment backing plates, nuts and bolts.

Tools and items needed:

- Hacksaw or cut-off saw, safety glasses
- Metal file to smooth cut tube edges
- Metric and English Allen Hex Wrench set (I'm not sure why Garhauer didn't use just one type)
- Box wrench, ratcheting wrench or deep socket wrench
- Bubble Level
- Power Drill & Bits
- Tape measure
- Sharpie marker
- Boat life caulk (polysulfide caulk) or butyl tape.

- Little Giant or large stepladder (to perform work on the ends of the davit arms)
- Possibly- a fabricated spacer for davit pivot base to extend it from hull- see step 7 below.

Overview Comments

- This is a two person job and it will take a full day.
- Double check all measurements before cutting the tubes for the correct length.
- Wait for final assembly to apply caulk or butyl tape.
- When drilling holes in the transom- use a slightly oversized drill bit to give the bolts some hole clearance to accommodate less than perfect drill alignment; take care to keep the drill perpendicular to the transom surface for each hole.
- Rob Gorman was our contact at Garhauer and was very helpful.
- Perform the work with the boat on the hard, not in the water.
- NOTE: although the port & starboard stern and stern rail geometries look identically symmetrical, you will likely find they are not. This may require a custom made spacer be inserted between the transom and one of the davit mounting bases to achieve equal height at the end of both davit arms. More on this in step #7.

Installation Steps

1) Check the level of the boat by placing the bubble level on the cockpit deck. Adjust the stanchions if needed.

2) Insert a compression tube into the pivot base and position the base on the transom step. The base may need to slightly overlap into the non-skid area. Make sure you have clearance between the compression tube and stern swim seat. When you have determined the correct pivot base positions, drill the mounting holes. Be sure to orient the compression tube mounting base with the Allen hex screw facing out; there will not be enough room to place a hex wrench between the compression tube and swim seat if the hex screw faces the swim seat face. You should be able kneel in the cockpit to reach into the lazarettes

to access the mounting nuts while your helper uses a Phillips head screw driver on the outside of the hull.

3) Measure the compression struts and cut to length. Measure the length to the centerline of the stern rail for the proper cut length. Cut slightly long if you are unsure of where the centerline is, and then shorten in small increments. Measure each compression tube length separately! The stern rails may look symmetrical on either side of the boat, but in our case, they weren't. Mount the compression struts to the stern rails with the attachment fittings.

4) Attach each davit to a pivot base. Hold the davit against the upper stern rail; loosely mount it to the stern rail attachment fitting. The base pivot mount should be placed a few inches down and inboard from the engine compartment vent. Note that due to the transom geometry, when sliding the pivot mount downward on the transom, the end of the davit arm end will increase in height. The davit arm end will drop in height as you slide the base up in transom elevation. When you have roughed in the davit position, tighten up the stern rail attachment fitting and use a level bubble level to establish the davit's vertical position. Do not drill transom mounting holes at this point, as additional "tweaking" may be needed.

5) "Dry mount" the other davit as above.

6) With both davit arms parallel and extended aft, measure the distance between the arms at the stern rail. Apply the same measurement to the end of the arms (to ensure they are parallel). Attach the "T" end-fitting onto each arm. Measure for the cross bar length and cut that to size. Note that one end of the cross bar has a predrilled hole to capture a mounting screw. Cut the other end (the one with no predrilled hole). You will need to drill the hole in this end to accommodate the mounting screw. Be sure to drill the correct size hole for the mounting screw.

7) Insert the cross bar into the "T" fittings on the davit arm ends. Do not tighten any of the screws. Hold the bubble level against the cross bar to determine if it's level. If not, adjust the davit arm height by sliding the davit pivot mounts up and down over the transom. You may have to do this with both davit pivot mounts. Adjust the davit pivot bases until you establish a level

position of the cross bar. Double check the vertical position of the davit legs to ensure they are not slanted. Mark the davit pivot base holes and drill transom holes. Unfortunately, when mounting the pivot bases, you will have to descend into the aft lazarettes to apply a wrench to the nylon lock nuts, while an outside helper applies a Phillips screwdriver to the bolt heads. The port lazarette can be a tight fit because of the exhaust hose.

We discovered that our boat has non-symmetrical geometry in the stern area. I believe the stern rails are the culprit. A half inch off in on one rail can lead to 1-2 inch discrepancy in elevation at the end of the arm. We could not resolve this issue by adjusting the davit pivot mount height position on the transom, so resorted to using a one inch spacer below one of the davit pivot bases- to move it out from the hull and create a level crossbar at the end of the arm. Your boat may or may not need this. Garhauer does not provide spacers, so we cut and stacked two spacers from a 1/2" aluminum plate obtained from a local metal working shop. A 2002 C36 MKII owner we consulted with experienced a similar, but lesser issue.

8) Mount the two angled cross struts from the davit arms to the cross bar. They should be mounted at a 45° angle for maximum strengthening.

9) Mount the blocks and tackle.

10) Mount the cam cleats aft of the davit cleats.

11) Tighten all nuts and Allen screws.



Fabricated Davit Base Spacer (wrapped with rigging tape)



Assembled Davits

Closing comments

The hoisted dinghy should be cross tied to the stern rail to prevent lateral motion, and pulled in as far as possible to secure and prevent sway. We have sailed in moderate conditions (20-25 knots with 4 foot seas) and have encountered no problems on a heel or with following seas. (Dinghies with long lengths may present issues, but ours is relatively short at 8'6".) We hoist our dinghy with the motor mounted (time saver). A larger outboard (such as a 9.9hp) might be borderline with weight and I would suggest use of a stern rail motor bracket.

Hoisting/securing takes about 10-15 minutes. One drawback is that a hoisted dinghy prevents access to the boarding ladder.

The block and tackle is a 6:1 purchase, which creates a very reasonable hoist effort.

With the dinghy and motor hoisted, the stern settles lower in the water only by one inch. No issues have been observed with exhaust flow or engine temperature.

The davits have been a great addition our boat. Hopefully this article will make for easier work for others wanting to make similar installations. —Paul & Wendy Keyser

CATALINA 350 INTERNATIONAL ASSOCIATION



C350 Association
Technical Editor
Scott Monroe

This issues' submission comes from C350's past Tech Editor, Bill Templeton. As Bill explains, messy situations can often have a very simple and inexpensive solution. Always remember that hose and fittings have a finite life span and when it comes to sanitation and happy guests on board it pays to stay ahead of the potential problems. As a side note when hoses start to give up the ghost they start having emissions that become unpleasant. Taking a clean wet rag and wiping your sanitation hoses, and then giving them a

good sniff will let you know when its time to change your hoses.

Thanks again Bill for the great article. Everyone else, please keep those submissions coming. Your projects and experiences are benefit to all in the C350 family. **-Scott Monroe**, scott_monroe@verizon.net

Waste Valve Replacement

By Bill Templeton – former owner C350 #333 Makani Kai

Oh s---, this can't be good. As was obvious after haulout October, 2017 the waste valve had begun leaking at some point during the previous season. The pumpout system on the C350 allows some "vestige" to remain in the tank resulting in the stain as shown in picture 1....replacement of the waste valve was needed. Step one was to fully empty the holding tank. Picture 2 shows how I inserted a snug fitting hose into the waste outlet to empty and flush what remained in the holding tank after pumpout by the marina when preparing for haul for the Winter. My marina has a "porta-potti" dump station so I CAREFULLY transported my "flush bucket" and disposed of its contents. I have sailed and visited on 350s on the west coast of Florida and envied the beautiful weather....not now, I was glad to be in a temperate clime (NJ) for this job – translation: cold. I am sure this project would have been much nastier in Florida heat! Step two was to

remove the old waste valve assembly. I heated and slit the old sanitation hose connecting the waste valve to the waste outlet to remove same. The retaining straps on the holding tank had to be loosened to "flex" the tank inboard allowing room to back the entire valve assembly out. I selected a schedule 40 ball valve, appropriate threaded fittings and a short length of new sanitation hose. Picture 3 shows the new parts and the original valve assembly. Note the old o-ring laying on the body of the original valve, that o-ring being the "culprit" having pulled out of place in the original ball valve and allowing the leak. The replacement valve is a standard waste fitting not relying on an o-ring to seal against leaks.....I was confident using the schedule 40 valve and fittings (very similar to the original) because this application is above the waterline and employs a passive "dump" (no pressure). Teflon tape was used on all threaded

connections. After threading the new valve assembly into the underside of the holding tank, a little heat and dish soap allowed sliding the new sanitation hose down onto the waste outlet and then up onto the valve assembly. Appropriate stainless steel hose clamps on the sanitation hose and re-tightening the straps for the holding tank completed the project. Except for the sanitation hose (approximately 6") the parts were standard plumbing items available thru hardware stores or home centers – total cost under \$30. I spent more time setting up ladders, drain hoses and carting "effluent" than the actual disassembling/ assembling of the valve and tank – total time less than half a day. When I traded my 350 in November, 2018 she was hauled at the dealership and there was no sign of leakage. Although potentially unpleasant, a successful, surprisingly straight forward and inexpensive repair.

-Bill Templeton, Makani Kai



CATALINA 34/355 INTERNATIONAL ASSOCIATION

Aft Cabin Leak – Beckson Cockpit Portlight



C34 Association
Technical Editor
John M Nixon

C34 Associate
Technical Editor
Ron Hill

Special thanks to Stu Jackson for submitting this article.

—**John M Nixon**,
c34hull728@gmail.com

When we purchased Aquavite from her single owner in 1998, I began to review the material on the then-startup Catalina 34 website. One of the early things we needed to repair was a leaking Beckson portlight. Our Mark I boat has eight of these, six in the cabintop and two in the cockpit. The earliest superlative feature of the Catalina 34 website was the creation of two pages: “Projects” and “FAQs.” Back then, the website was small, there was no Forum software,

and all correspondence was based on an old email List-server. These pages were developed by volunteers who took the “good meat” in those back & forth emails, made “articles” out of them, and created these two pages. These were static pages and had to be posted by a small handful of website-savvy individuals based on the assembly of content many of us edited from those emails. html coding was a foreign language to all but a small group of technically advanced computer specialists back then.

One of the early FAQ items from February 2000 was right up my alley: Re-Bed Leaking Beckson Ports by Chuck

Hughes, “Sand Save”, #223. <http://www.c34.org/faq-pages/faq-leakyports.html> I had the pleasure of meeting Chuck during one of my regular business trips to the LA area. His boat was only one hull number older than mine. That FAQ included a very handy drawing of how to build a portlight removal tool with some small lumber and a couple of long bolts. I built and successfully used one on the starboard V berth portlight, and posted pictures of mine on the forum: Beckson Portlights 101 <http://c34.org/bbs/index.php/topic,3241.0.html>

Soon after we moved to Canada, and rain (!), I had lunch with Jeff Tancock,

When we purchased Aquavite from her single owner in 1998, one of the early things we needed to repair was a leaking Beckson portlight. Our Mark I boat has eight of these, six in the cabintop and two in the cockpit.

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CATALINA 34/355 INTERNATIONAL ASSOCIATION

(continued from previous page)

#630, Stray Cat, and we went to his boat where he showed me an aft cabin leak that appeared as a trace of water on the aft teak bulkhead. The end result was a pool of water under the starboard side of the aft cushion. He explained all the work he'd done to trace it down, including complicated work such as binnacle bedding. He later reported to me that he'd finally traced the leak to the aft Beckson portlight by putting some plywood over it the next time it rained. Wouldn't you know, I ended up with exactly the same leak the following rainy season! Thanks to Jeff I didn't have to reinvent the wheel about the possible source.

Even more importantly, Jeff explained that he was able to stop the leak by working from the outside, rather than removing the entire portlight. Because of my earlier experiences with my portlights, I hadn't even considered that idea, but it made a lot of sense.

For the rest of that season I kept the water out by taping up a plastic bag over the portlight, and the leak disappeared. I spent some time sourcing a new rain drain trim ring, learning that marine outfitters in Ontario had a good price, less than importing one from Beckson.

In early June, I tackled removing the old trim ring. It had been on for 32 years. I learned that it had been fastened with globs and globs of silicone. It took a heavy putty knife, a big screwdriver, a chisel and a hammer to get it off. The old trim ring looked like a pretzel by the time it popped off.



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Old Sealant Under Rain Drain Lip

I was glad I was armed with a brand new one. Once the trim ring was off, the next thing to do was to clean out the ample supply of old silicone at the joint between the rim and the vertical face of the cockpit. I used scrapers, putty knives, screwdrivers and other sharp pointy objects to accomplish this task.

Jeff's directions included the admonition to make sure that I was careful to assure that there was a good bead of

I haven't included a picture of the finished product, because it looks just like the other one that didn't leak! If you have an aft cabin leak, look to the portlight(s) before you consider more complicated work. And also know that you can rebed Beckson portlights from the outside, even if you do now know about the handy dandy removal tool.

silicone all the way around the rim to cockpit wall junction, including along the bottom and the rain drain bumps. The key is to fill the space between the cockpit wall and the entire rim of the portlight. The hardest part was getting back up after I laid down on my back on the cockpit sole to get the tube of silicone in the right place to get into that small gap and especially under the two bumps.

I also decided to not overly slather silicone on the new trim ring the way the factory had done, because that offers no waterproofing to the system. I let the silicone in the joint set for an hour or so before I installed the trim ring with only a few dabs on the corners to hold it in place.

Silicone generally has no use on my boat for anywhere else but the Beckson portlights. Beckson recommends it. It is the only place I use it, other than filling in teak bungs.

I haven't included a picture of the finished product, because it looks just like the other one that didn't leak!

Thanks again to Jeff for saving me tons of time tracing a leak.

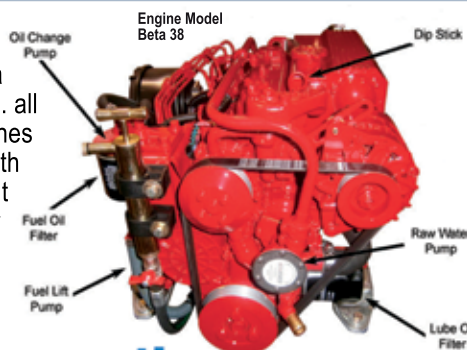
If you have an aft cabin leak, look to the portlight(s) before you consider more complicated work. And also know that you can rebed Beckson portlights from the outside, even if you do now know about the handy dandy removal tool.

—Stu Jackson, Aquavite, Hull #224

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CATALINA 320 INTERNATIONAL ASSOCIATION

Electrical Supply System Upgrade



C320 Association
Technical Editor
Mark Cole

Special thanks to Scott Westwood for submitting this article. —**Mark Cole**, boatnboot@me.com

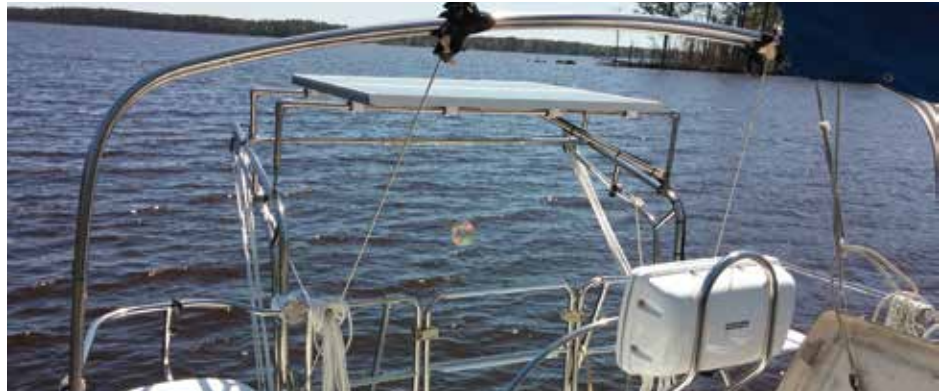


C320 Association
Technical Editor
Jason Reynolds

After 5 years of owning this '98 C320, both of the 4D LA batteries died. Three simple questions turned a simple battery replacement into a 6-month project filled with questions, reading, emails, web-chats, reading and more reading. The most important aspect was lots of questions. I quickly found out that almost

every question had the same answer: "It Depends." It depends on how your boat is setup. Depends on where/how you sail. Depends on your Budget, your capabilities, how long you plan to keep the boat, and on, and on... Everything seemed to depend on something. I started calling it the "Depends Factor".

I first thought to simply replace the two Lead/Acid 4D batteries and move on. But first, I had questions. Why did they fail? How long do batteries normally last? Is there anything I can do to make them last longer? Those three simple questions took me down a 6-month rabbit hole. I try to follow



two simple rules when doing research. First, consider the source. Second, never listen to a single source of information. They may have misunderstood my question, or I may have misunderstood the answer. Get a consensus from numerous "reliable" sources. I kept asking the same question to multiple people until I got a common result or, at least, very similar results considering the "depends factor". For example, I quickly got a consensus for the differences between Lead Acid and AGM but numerous and valid reasons why each specific difference might be considered a Pro or a Con. It depends.

When researching which batteries to buy I discovered two things that changed everything for me. The first was what two things damage batteries the most: Discharging them to about 50% and NOT recharging them back to 100% within X number of discharge cycles. Then, the second thing I learned was the most important (to me): A

normal shore power charger doesn't typically recharge to full 100%. That didn't sound right. They are made to recharge batteries, aren't they? I heard this from several unrelated sources. So, no matter what batteries we buy, we would be damaging them from day one if we did not "treat" them right by topping them off with the correct settings. According to some, 1 or 2 tenths of a charging volt could mean a lot to battery health. Each battery type/maker has its own detailed specs. We did not like the thought of damaging new batteries from day one. I learned that either Wind or Solar are best at topping off batteries. We chose solar.

I should first say that I have a technical background and have had much smaller boats for years, but this is the first boat with refrigeration, diesel engine, etc. I knew some basics. When we first bought her, I added new Raymarine chart plotter, Multi-Display and Autohelm by myself so I thought I knew some basics. I soon learned I knew just that; the basics. I have since learned a new appreciation for quality boat electrics and clean/solid connections. I learned it can matter which of 3 lugs is touching which lug on a single terminal (Engine block Ground directly touching Start Batt Negative, for example). I thought I could handle this. It sounded simple but... When I eventually replaced the batteries, I found out the alternator was dead too. It literally sent me smoke signals to tell me it was dead. Now what? This is getting more complicated. What killed the Alternator? 't kill the new one? This (to me) meant I might as well go for it and take care of my investment in these new batteries. I needed to



know what was going on.

By far, the first hard question for us was Lead Acid or AGM. I drove my wife nuts going back and forth on this one until a non-sailor asked me how important are the batteries to how you sail? That word “depends” again. Our plans of longer anchorings pushed us over the edge. AGMs it was. No maintenance and slightly more tolerant of lower discharges. It did mean (to me) more precise recharging so a more intelligent Regulator and intelligent Solar. Down that rabbit hole we go.

I won't go into the “why” of all the decisions because much of it “depends”. For those interested, however, we went with new 100amp Amptech Alternator with Balmar MC-614 Regulator. Two new 4D Lifeline AGMs with 420 total Amp hours changed to single bank on Switch 1. A Grp 27 Start Battery with Balmar DDC-12 charging off the main bank on Switch 2. Also installed two rigid 100watt Regony Mono solar panels in parallel. Each solar panel has its own Bluesky controller and both feed through a Bluesky Pro-Remote Shunt monitor. The solar panels are mounted on the new Dinghy davits. Three months of research/planning and almost 3 months of installing. I first want to thank the C-320 International Forum for all the feedback and ideas. It is usually the first place I go to learn what to read up on. A great resource. I also must thank Wade Ellison. He is a local resource in Oriental I used quite a bit. Between those two sources, manufacturers staff, product manuals, and online seminars I dug in and, so far, things seem to be working like I had hoped. Now comes the fun part of our first shakedown cruise. I am retiring in 2 months and I asked my wife where we should go on our first long range trip. She looked back at me and gave me the answer I feared the most: “It depends.”

—Scott Westwood, 1998 C320



What I would have done different:

1. Bitten the bullet and ran a new 1/0 cable to have all Positive bus/terminals in one Batt bay and all Negative bus/terminals in the other Batt bay. For extra safety. I would have had to run a new Neg to engine block or new Pos to Batt Switch because both were too short to switch bays. I would suggest new one to the engine block to NOT disturb the wire bundle to batt switch. IMHO
2. Start Battery is Lead Acid. Should have paid the extra for AGM so no distilled water requirement. As soon as our tractor battery goes (soon) I will replace with AGM.
3. Could have cut off some extra solar panel wire. Not needed and just adds (very minor) voltage drop and clutter.
4. May add vented protective cover for solar controllers and Regulator. Should never get banged up where located but things happen.
5. Should have purchased longer cables for regulator and found better location. It is located in aft cabin but not in an ideal location. It is pointing aft, high above and just left of the engine cover. Had to cut a hole in the wooden deck board under the engine cover. Wanted it where I could see the lights/alarms without moving anything. Could have located it outside of the aft cabin. Maybe near the chart table?? Locating it near the chart table would allow the battery temp sensor more play. It barely was long enough to reach batteries without a splice.

What (I think) I did right:

1. Did my homework and asked way too many questions.
2. Installed every sensor and alarm available. Regulator lights at breaker panel, temp sensors, regulator switch for small engine mode (reduces regulator output if engine needs extra power). The more information the equipment has the better they can do their jobs.
3. Took time to read/learn every manual and configure/setup every possible setting on every piece of equipment. Want long battery life. I don't want to have to figure things out under stress on the water.
4. Took time to plan the “entire” layout before I started. I tried to look at the finished job from the beginning with all the equipment in place. Tried to reduce the odds of redoing/relocating parts of the installation. Still had to do the terminal/bus layout/board 2-3 times to minimize cable bend radius and chafe.
5. Installed longer cables to second house bank battery. This allows me to “pull” the battery out of the bay to work/replace start battery without disconnecting house battery cables.

To finish:

1. Want second support/cross brace for solar panels. Probably not needed but...
2. O/B motor mount relocated.
3. Cover second battery pos terminal (2 min).
4. Extra chafe cover for some of the pos wires. (15 min)
5. Add Carbon Monoxide/fire alarm (Duh. Should always have one)
6. Go for long cruise and stress test/ monitor it all and hope for no fires.
7. Then, finally, maybe ... breath a little easier.

CATALINA 320 INTERNATIONAL ASSOCIATION

(continued from previous page)

Heat Exchanger Tank Replacement Procedure Perkins Perama M30 Engine

Special thanks to Dave Hupe for submitting this article.

—Mark Cole, boatnboot@me.com

Upon buying our boat, I discovered that the copper lip on the heat exchanger coolant tank filler neck was partly broken off. Therefore the “radiator cap” would not stay on securely. Although the seal looked very questionable, the filler neck itself did not leak at the joint with the tank.

I considered removing the tank, having a local radiator shop install a new filler neck, and then reinstalling the repaired tank. However, I elected instead to purchase and install a new tank (and new front/rear rubber boots and 7psi radiator cap) to assure a good job.

Step 1 – Spray penetrating oil (suggest PB Blaster) on the 4 exhaust elbow nuts and the 6 bolts/stud on the side of the tank.

Step 2 – Drain all antifreeze using the drain valve on the starboard side of the engine block (located just forward of the oil filter). Use small diameter hose on the nipple of the drain valve and a small fluid pump to be able to drain the coolant to spare plastic jugs (about 1.25 gallons of the coolant will drain). Be sure to close the valve again after draining is complete.

Step 3 – Disconnect the 2 hoses that lead from the engine coolant/antifreeze pump into the front and bottom of the exchanger tank, as well as the copper pipe/fitting from the seawater pump leading into the front rubber boot on the heat exchanger tube. You may find it easier to remove the 2 hoses from the coolant pump by first loosening the alternator and rotating it slightly out of the way. Also, if your hoses are original, now would be a good time to replace all these hoses and clamps as part of this project.

Step 4 – Disconnect the small hose on the exchanger tank filler neck nipple that goes to the coolant overflow tank. Also, dismantle the overflow tank from the engine compartment wall

and set the entire tank aside temporarily. Empty and clean out the overflow tank. Replace all the tubing associated with the overflow tank if it is original.

Step 5 – I found that the exhaust elbow on the rear of the heat exchanger tank cannot be easily removed in place (Access to the bottom, right nut is too tight even with a simple box/open end wrench. There also is insufficient room for a swivel socket). Instead, next use a hack saw to cut out a several inch long section of the wet exhaust hose between the exhaust elbow and the muffler (replace this hose also as part of this project, assuming it is original). This hose is 2 inches inside diameter and about 10.5 inches long (I bought 1 foot of new hose). Be careful when cutting the old hose not to stress the fiberglass input nipple on the muffler.

Step 6 – Carefully remove the 6 bolts on the side of the old exchanger tank (actually the topmost, forward one on mine was a nut on a stud with grounded electric wires). Note these bolts are not heavy grade and probably could be snapped off pretty easily (thus, using penetrating oil first hopefully helps). Nudge the tank loose from the engine block (along with the exhaust elbow and heat exchanger tube and front/rear rubber boots intact), shift the entire assembly toward the port side in order to clear it from and not bend the lone stud, and then remove the whole assembly rearward out of the engine cavity. Be careful not to stress the muffler intake nipple by bumping the wet exhaust hose remnant on the muffler.

Step 7 – Loosen the clamp on the remnant of the old wet exhaust hose on the muffler and remove the hose carefully so as not to stress the muffler input nipple (slicing the hose lengthwise with a razor knife and heating the hose may help).

Step 8 – Remove the remaining single front exchanger tank mounting stud from the engine block (lock 2 nuts together very tightly on the exposed stud threads to be able to then unscrew the stud from the block).



Step 9 – Remove the old metal gasket and clean the exposed engine exhaust manifold.

Step 10 – With the old heat exchanger tank assembly out of the boat and more accessible, simultaneously remove the exhaust elbow (4 nuts) and rear exchanger tube's rubber boot from the old tank, thereby exposing the rear end of the brass heat exchanger tube. Remove the exhaust elbow mounting studs from the exchanger tank for reuse on the new tank (lock 2 nuts together very tightly on the exposed stud threads to be able to then unscrew each stud from the block).



Step 11 – Examine the exhaust elbow for bad corrosion or potential internal scale buildup and exhaust/water flow pinching. Replace the elbow if necessary (expensive) or clean thoroughly (luckily, mine was very clean with our boat having exclusively been in freshwater).

Step 12 – Note the orientation of the front rubber boot on the old tank for the heat exchanger tube, then remove it to expose the front part of the brass tube.

Step 13 – Carefully pull the brass exchanger tube out of the tank, noting the equal length protruding out of both ends, as well as 2 open circular openings that are oriented straight downward in the tank when the tube is in place. Take the brass exchanger tube to a radiator shop for ultrasonic cleaning and integrity pressure testing. Make certain that all of the small diameter exchanger tubes are completely clear.



Step 14 – Install the 4 old exhaust manifold studs (clean the threads and use anti-seize compound) on the new tank's exhaust port. Insert the cleaned brass exchanger tube into the tank (oriented with the 2 bottom circles pointed straight down in the tank, and equal lengths protruding out both ends). Insert the small end of a new rubber boot onto the water inlet on the exhaust elbow, then simultaneously push the elbow (using a new gasket) onto the tank's 4 mounting studs and the rubber boot onto the rear end of the exchanger tube and tank. Tighten 3 new stainless steel clamps on the rubber boot and the 4 nuts (using anti-seize) to secure the exhaust elbow.

Step 15 – Install a new rubber boot on the front of the exchanger tube and tank using 2 new stainless steel clamps (using the same boot orientation as on the old tank).

Step 16 – Install a new reinforced wet exhaust hose section on the outlet end of the exhaust elbow (but don't clamp it yet until it is placed in final position). Smearing the inside of the hose and elbow nipple with antifreeze or soap solution will help mounting. Also spread soap solution or antifreeze on the



other inside end of the wet exhaust hose and the muffler nipple. The new tank assembly is now ready for reinstallation.

Step 17 – Preliminarily check the 5 tank mount bolts and the single stud to make certain they all will screw into the engine block freely (put anti-seize compound on the threads). Using a person in the aft cabin space and another in front of the engine, roughly move the new tank assembly into place (but first slightly forward of the final positioning). Set a couple of tank mounting bolts loosely through the tank and position the new exhaust manifold gasket in place on the bolts. Heat the wet exhaust hose in the middle to soften it slightly (because there will be a slight bend in the hose when mounted). Then simultaneously push the wet exhaust hose onto the muffler nipple (be careful not to stress the muffler nipple) while starting to mount the tank by hand aligning/tightening the bolts. Make sure the gasket stays positioned correctly and install the stud last. When all 5 bolts and the stud are aligned/threading in properly, place the ground wires back on the stud, put the nut back on the stud (use anti-seize) and tighten all carefully.

Step 18 – Use 2 stainless steel clamps each to secure the wet exhaust hose to the exhaust elbow and the muffler inlet.

Step 19 – Remount the coolant recovery tank and reattach/clamp the small diameter hose to the nipple on the heat exchanger tank filler neck.

Step 20 – Reattach/clamp the 2 hoses from the coolant pump to the front/bottom of the exchanger tank and the hose from the seawater pump to the front exchanger tube rubber boot. Reposition the alternator and tighten the belt if it was previously loosened to gain access to these hoses.

Step 21 – Fill both the new exchanger tank and the overflow recovery tank (although only to the cold full mark) with new antifreeze (minimum 50%) –**Dave Hupe**, 1994 hull #32

Install a new reinforced wet exhaust hose section on the outlet end of the exhaust elbow. Smearing the inside of the hose and elbow nipple with antifreeze or soap solution will help mounting.

CATALINA 30/309 INTERNATIONAL ASSOCIATION

Building an Invincible Dodger Top



C30/309
Association
Technical Editor
Michael Dupin

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

When my wife and I bought our 1986 Catalina 30 Invincible in the Spring of 2018 we were impressed by her handsome profile,

which included a white canvass dodger. The dodger performed well on her first couple of outings into Narragansett Bay (Rhode Island) that summer but the fabric was worn and brittle in many spots. I was drawn to the idea of a hard dodger top because it offered sturdiness and a good platform for future upgrades like solar panels. Searching online I found plenty of examples but few that looked right for Invincible until finding the article “How to Make a Hard Dodger Top” on the website www.svfrey.ca. This well-designed dodger looked great and the article provided plenty of pictures and step-by-step instructions to help me get over

the inevitable construction hurdles of dealing with plywood, foam, and resin for the first time. This article is how I implemented and adapted those instructions on Invincible.

I started by creating a full-sized cardboard template of the new dodger top and refined it with multiple visits to a plywood frame I built to match the curves of the stainless steel tubing and to hold the dodger during construction. Once satisfied, the cardboard template was used to cut a ¼" plywood version which was then bent into the frame by attaching a number of wooden blocks, themselves screwed to the curves of the frame and designed to be easily removed later in the project.

I sealed the raw plywood surface using West System 105 epoxy resin with West System 206 slow hardener, and then put down a layer of 1.5-ounce fiberglass chopped strand mat followed by 6-ounce fiberglass woven cloth. Once the fiberglass foundation on the underside of the dodger was dry and sanded the project entered its most challenging phase: carving a flared overhang along the forward edge and sides from 1" thick pink Styrofoam. The Styrofoam is the kind

found at the nearest home supply store. The flared edge extends down and out from the dodger's plywood surface and provides both a cosmetic and functional lip for the fittings and canvass tracks that will eventually live behind it. I found the foam to be an amazing material! It could be easily cut, shaved, and sanded into shape, yet was surprisingly strong and bonded very well to the fiberglass.

I also learned to be careful with how much epoxy I used and to avoid applying it too heavily as filler between the foam joints since, once dried, it was much harder than the surrounding foam and would cause problems cutting and shaping. After much gluing, cutting, sanding, and shaping, a neat flared edge emerged, curved around the dodger corners and tapered flat as it rounded each stern corner. As a final step before flipping the dodger over I added a collar of additional ¼" plywood to the outer edge of the underside to provide strength and a thicker surface for future fittings.

Each of the wood ‘bending blocks’ were unscrewed from the construction frame and those screws left sticking out were ground down. A half-round piece of wood molding was glued to the top stern edge to act as a rain guard (see red arrow in picture) and were sanded on the outside ends for a smooth transition to the surface. In addition to restricting

I started by creating a full-sized cardboard template of the new dodger top and refined it multiple times.



The dodger takes shape with the plywood core bent and attached to the bending frame (see red arrows) and then set on the stainless steel tubing to confirm its shape and fit.



Two layers of Styrofoam were epoxied to the outside and forward edges of the plywood and carved into a flared lip.



Half-round piece of wood molding glued and sanded to a taper on the top stern edge to act as rain guard.

rain and spray into the cockpit it turned out that this raised edge also improved the “grip-ability” of the dodger on the cockpit side. The raw plywood surface was then sealed with epoxy and layers of chopped strand mat and fiberglass cloth were added, covering the topside surface and working down and around the flared lip. The corners making up the underside of the foam flare were particularly challenging because of their sharp angles and the natural resistance the fiber cloth had to bending. With the entire dodger now encased in multiple layers of resin and fiberglass cloth, it was starting to look like a finished product!

Against expectations, the next phase of the project - filling and sanding the fiberglass surface - was anything but fast and easy. It proved to be a dusty exercise filled with frustration, with every filled gouge and sanded bump leading to another. I quickly gave up on the idea of easily achieving a perfectly smooth surface with a perfect profile. The dust from all the sanding was also an issue, plenty of ventilation for this step is a must. Once satisfied with the sanded surface, priming and painting were straightforward and uneventful. I used Petit’s “EZPrime” 6149 White for priming and covered it with Petit’s “EZPoxy” 3175 White with the Performance Enhancer additive for improved gloss and hardness.

At the end of a winter’s worth of efforts, the final product was a shapely, shiny, white, hard dodger which looked surprisingly professional. The addition of a couple of teak grab-rails (bought



End Result. Red arrow indicates the rain guard.

from Defender Industries) called the project “done”, just in time to put Invincible in the water. The dodger was connected to the frame using six Gemini Split Side Mount fittings, an arrangement that was not only pleasing to the eye but provided plenty of stability and enabled easy removal of the dodger at the end of the season.

With several months of sailing now under the new dodger, it has proven to be a wonderful addition! The curves, flares, and handholds have performed exactly as intended and make moving forward to the bow or through the companionway safer and more comfortable. Just as important, the project cleared away many of the mysteries surrounding basic marine fiberglass construction and has given me the confidence to seriously consider a new and related project – the creation of the canvass enclosure beneath the hard dodger. But that’s for another winter. **—Scott DeHainaut**

About the Author: Scott DeHainaut sails Invincible, a Catalina C30 from 1986 (#4586) out of Warwick RI. Scott and his wife Melanie have been sailing in Rhode Island’s Narragansett Bay and the Massachusetts’ Cape and Islands for 8 years. They are members of both the Catalina Association of New England (CANE) and Ocean State Catalina Association (OSCA).



The tight corners around the flared lip were the most difficult areas to fiberglass.

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CATALINA 28 INTERNATIONAL ASSOCIATION

Winter Is Here!

For most of us winter is well upon us and it is hard to imagine as I sit here with the A/C running and humidity through the roof. It is equally hard to imagine, winter is harder on your boat than it is on us I would think.

C28 Association
Technical Editor
Ken Cox

I am sure that the protocols for winter storage are as varied as the number of boats sitting around the world. Each boat has its own unique punch list and nuances for its winter storage of its systems. But what care do you give for its hull, deck and mast? How and what do you do to protect the foundation of your pride and joy?

Here is what I was faced with when I recently relocated a boat from a lake in Kansas to a river in New York. The boat had been gifted to an favorite nephew that had a modest amount of power

don't believe that, set on a boat in the yard on its trailer on a moderately windy day. This is why trailers will literally shake into the ground up to the axles if left long enough. So what to do?

First, how long are you going to be in storage, this can vary a lot from area to area and my recommendation is the longer the lay up the more that needs to be done.

Following are some things to consider for your situation:

Remove the sails and canvas after a good washing ahead of time and make sure they are dry. If you can't take them home, store below in breathable sail bags.

A through washing, everything especially if used in salt water, rigging, furler, deck, bimini, dodger, sails (be sure to dry well before storage, maybe do ahead of time and remove). Continue on with the

it a good fit? Are they properly spaced and of proper angle?

Will the yard be placing it on stands? If so, you want to insure they get the weight displaced proportionately, stands at the bulk head as well as several others, chained together. What kind of surface will it set on, gravel? If so, know that it will shake down some. Can they place some solid footing under them?

Getting them properly bunked is critical, it only takes one error to crack a hull for life, maybe in an area you can't see. The proper weight distribution is pretty important. Most cranes as well as travel lifts do have a weight gauge on them.

So how do you get the weight right? Some people recommend 60% on the keel and the balance on the hull, I think that is a bit much. Personally I want no more than the keel weight and not more than +10% on the keel. The Catalina 28 is listed at 8,300 lbs with ballast at 3,600. Bear in mind that you will have some gear and fluids and the crane has some hardware, so it may well lift at 10,500 lbs. I want around 4,000 lbs on the keel, slightly more if there is a lot of gear and the tanks are full. Have the lift operator lower until the gauge lightens up 4,000lbs, put your stands under and make them tight, you should be pretty close. By using these numbers you are not deforming the hull to keel joint and keeping them pretty weight neutral, reducing the chance of a smile and stressing this critical area. If you have 8 bunks under it they will have the balance of the weight of appx 4500 lbs or 625 lbs per bunk which if properly placed should not create oil canning.

Will you be covering the old gal? If so I recommend that you use a pitch high enough that snow will slide off and not just accumulate. Too much weight can stress the stations and create leaks or worse bend them,

And my final thought, if you can be there on the day it is pulled and set I highly recommend this, you may not know more than they do, but they don't know that and they do know your care about your boat!

Stay warm and see you in the spring! Fix it fast and sail it faster. **—Ken Cox,**
kenneth_cox@sbcbglobal.net

I am sure that the protocols for winter storage are as varied as the number of boats sitting around the world.

boat experience but none with sailboats, the uncle had put the boat on the hard four years ago, placed in a cradle mast up and for the most part abandoned, I'm not sure if it was even checked on in those four years.

The boat obviously had not been washed when pulled, it is doubtful the bilge was emptied or cleaned. The lake does have a history of zebra mussels. It was covered in what looks now like white concrete. It was setting on a cradle that was not a proper fit, the keel rested on a block of wood that had compressed substantially oil canning the bunks supporting the boat. The transom was lower than the bow by about a foot. The uncle assured me the oil canning would 'pop out' just as soon as the crane raised it to place on my trailer, I had my doubts as there was also a crack about two feet long running down the port side that was not new and had been just covered over with epoxy once before so I assumed a history of poor winter storage.

The mast was up and all sails and canvas in place including bimini. Know that there is a lot of vibration that takes place to a boat over the winter. If you

deck, freeboard and bottom, remove all the lake scum or sea salt. Don't forget a good bilge cleaning and drying, this will go a long way to decrease boat odor, and while you're at it maybe the engine pan also.

Mast up or mast down? If mast down, now is a good time for a complete inspection of everything top to bottom, replace those lights that quit. Check wires for fraying and damaged insulation. Seal the deck plug from water. Go over the furler and standing rigging with a good inspection. If storing mast up, make sure the rig is taught, it will loosen over the winter and you don't want it so loose that it slaps around. Also know that there will be significant vibration going on.

What will it be setting on? If storing on a trailer be sure to inspect it ahead of time. Tires properly inflated? Maybe lift the wheels and feel the wheel bearings for dryness or rough spots. Look those bunk boards over are they rotted and needing replacing? Are they adjusted properly for load dispersing? If you are wet loading the trailer the bunks need to be pre-set both for position as well as load.

Are you using a cradle? Do the bunks contact at the bulkhead areas? Is

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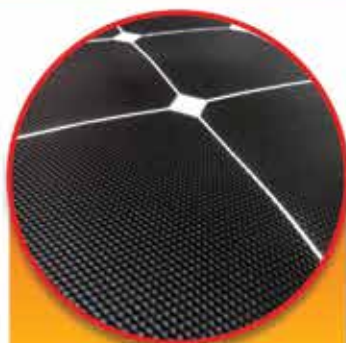
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CATALINA 470 NATIONAL ASSOCIATION

Jumping for Joy in the Sea of Cortez



C470 Association
Commodore
Bill Martinelli

Here I am again sitting in front of one of my computers trying to think of something to write about. Yes I did say ONE of my computers, I presently have three laptops and an iPad. When I still had my commercial photography studio we (three people) had 18 computers; we joined the digital photography world in 1994. But I digress as usual!

It is early September and we are back in California again, but getting ready to pack up the car and haul about what must be 1,000 pounds of stuff back to Mexico. We have been very lucky so far to have had very little hurricane activity on the Pacific side of Mexico. Hurricane Dorian just finished destroying a few islands in the Bahamas and putting the fear of god in folks all along the eastern seaboard.

Just received an email from Catalina saying to come and visit at the Annapolis Boat Show and see the new Catalina 545. I would love to but this is just a really, really good time of year in the Sea of Cortez so I think I will be anchored somewhere and doing nothing.

I've become hooked on watching YouTube after I discovered I could download videos (with YouTube Premium) and store them on my device to watch later while I am offline in an anchorage. I've been watching a number of young folks who sail and work on the boats - there are really some interesting people out there.

I was briefly interested starting my own channel and doing DIY projects (that content seems to bring the most followers) except that a couple of things came to mind. One, I do not have many DIY projects on my 470. No one wants to see me pay my Mexican friends to wash, wax and polish stainless steel. My main duties are making breakfast and washing all the dishes I and the Admiral manage to dirty. My other assignment is listening for odd sounds, find the cause of and fix immediately before something breaks.

Then the really big, big deciding factor - why not start a YouTube channel - was that I was a commercial photographer for nearly 40 years. I've sold off all my gear and would have to buy new stuff and then more new stuff. Also I remembered how much work and time it takes to produce something like this, the phase *Been There, Done That!* started ringing in my head.

Another thing I noticed was that all the channels I enjoy are young people dealing with all the problems on the types of

Just received an email from Catalina saying to come and visit at the Annapolis Boat Show and see the new Catalina 545. I would love to but this is just a really, really good time of year in the Sea of Cortez so I think I will be anchored somewhere and doing nothing.



boats that generally need work. Some of us old farts bought boats that rarely need work, and if needing work, definitely not that often. Some YouTube folks are producing a new video every week or two, and that is too much work! I am retired and happy to be retired. Just thinking about having to carry camera gear and videotaping all the time, setting up shots, talking to an audience with enthusiasm is just too exhausting to think about. Ad furthermore, the pre-planning and editing.

Wow! Time to watch another video and see someone else put out all that effort, have a little rum and maybe take a nap. Adios amigos!

—Bill Martinelli

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CATALINA 36/375 INTERNATIONAL ASSOCIATION

The Winds of Change and Short Memories



C36/375
Commodore
Laura Olsen

By the time readers receive this, both small and heavy blows will have occurred. The winds of change happen not only in our sailing realms, but in our daily lives as well.

As I am writing this on the eve of 9/11 eighteenth

anniversary (a world changing blow that day and ever since) and in the horrible aftermath of tragedies affecting the Bahamas and our eastern coast, I cannot help but sense that all of us want to reach out and support each other. It is natural to feel that way and I have no doubt the sailing and Catalina communities are stepping up!

What may not come naturally and therefore requires specific efforts, is to remember and to take steps to protect and serve and give in whatever ways so move you. I believe this is true even more so in today's world, because at our breakneck pace, we move on so quickly and tend to forget until the next tragedy strikes. It is human nature, I suppose, but one of the unique things about us as humans is that we have a conscience and can rationally reason and choose to do something each day.

I'm not here to strike a sermon. However, as I noted, it really just seems to be hitting me this week that anything we do to make things better and to move forward in our lives and interests has some commonality: it takes interest to notice and it takes will to act. Even in the less dramatic

realm of our Association, those same two threads exist: Interest from our great members and those willing to act as volunteers. Thankfully, I am seeing more signs of interest and may actually have a replacement Commodore and Membership officer volunteering to be on board by the time you read this. It is premature at this writing to announce, however, this publication may reach you about the time members have to be interested enough to vote on many things! **READY ABOUT! HELMS ALEE!**

Please continue to check out all our resources as Association members and at our energetic Facebook site. This is an exciting time. Help all of us make the most of it each day. You never know when the winds of change will blow hard. **-Laura Olsen**, safetsuper@gmail.com

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CATALINA 34/355 INTERNATIONAL ASSOCIATION Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership dropped a bit to 493 from the 501 last quarter, and includes 29 C355s.

Continuing my cruising this summer was truly enjoyable. met again with my friends Ken & JoAnn Cross on their Hunter 30, Amazing Grace. This was our third August Cruise together. I kid Ken about being a "Dock Master" because in our two previous cruises he'd been able to find dock space at popular local parks during the height of the cruising season.

This year we met up with yet another of my "internet buddies" who I hadn't yet met. Terry Cox sails a Passage 42, and he invited us over to his place for dinner. Joining us was Colin on his Pacific Seacraft 37, who I had met with C36 Tech Editor Les Troyer back in July at another of our anchorages.

Terry mentioned he was running out of CNG and was preparing to convert his stove to propane. Accordingly, I offered my spare CNG tank to him. When we sailed up here in 2016 I knew CNG was no longer possible to find, so we bought a butane stove which I am still using. I had two CNG tanks that came with our boat. I'm now using the remaining CNG as a backup to the butane!

The next day we pulled anchor with Amazing Grace and Aquavite headed for Sucia. On the way, Ken opted to stop at West Beach to dump his holding tank. As I waited outside on slow bell, Ken called on the VHF and said, "Why not head there now and snag a dock." Yeah, right... I got to Fossil Bay and cruised into the dock area, which, of course, was full. Just as I started to head for the mooring buoys, a skipper on the dock hailed me and said, "Wait, wait, we're leaving!!!" Ken wasn't even there! If he hadn't called when he did, we would never have gotten that space. Ken came in and rafted up, and later another of our sb0 friends showed up to visit.

I also bought new anchor chain. I figured that since mine was getting long in the tooth and that there was more rust than metal, it would be a good opportunity to "sell new chain as a safety item" to the Admiralty. It worked. I maintain that the anchor comes up easier with the new chain, and I'm stickin' by that...

Trust you all had a wonderful 2019 season. Happy Holidays to everyone. And, as always, many thanks from all of us to all of you for supporting the C34IA. **-Stu Jackson**

As I waited outside on slow bell, Ken called on the VHF and said, "Why not head there now and snag a dock." Yeah, right... I got to Fossil Bay and cruised into the dock area, which, of course, was full.

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

Looking Back to August



C30/309
Association
Editor
Michael Dupin

As boats are shrink-wrapped in the northern half of the US and their captains contemplate the long winter, here are some good reads in this issue to keep us occupied. We have a great series of articles about the Nationals held in August, from the vantage point of three boats along with some pretty cool pictures. And for those of you who feel ambitious (bored?) this winter, we have a good article to keep you busy on building a solid dodger top while waiting for the start of the 2020 season. —**Michael Dupin**, dupin.catalina30@yahoo.com

Treasurer's Message

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 hard copy Mainsheet articles. So call/write to get (all) pre 2019 issues at the great price of just \$0.50 per copy. Get 20-30 issues shipped for flat rate of \$15.00. See the web-site backorders for availability.



C30/309
Association
Treasurer
Max Munger

The association needs new members. Talk to your sailing friends, local fleets and search marinas and seek out other C30 owners. Tell them what a great association you have and the benefits of our Catalina Yachts contact and combined sailing experiences and technical know-how. We have a great forum of 1600+ owners and a growing WIKI library of C30 How-tos and DIY techniques.

We also have terrific national regattas where a host club brings together local racers and guest captains for an enjoyable and competitive weekend of boat to boat racing. Please see the testimonies of some sailors in this years NCR in Racine. Hint, it looks like the wonderful folks in Milwaukee's South Shore YC are asking us back for 2020 NCR in Lake Michigan.

Let's all get out there and go sailing in the best boat ever!
—**Max Munger**, maxmunger@verizon.net

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C30 National Championship Regatta

The 2019 NCR was hosted by the Racine Yacht Club on August 2,3,4. Under very blue skies and fair winds, five races were finished on both triangle and windward/leeward courses. Thanks to Race Director Fred Stritt and Race Committee Gary Hendrikson for organizing the event. Treasurer Max Munger and Chief Measurer Matt Bombery represented IC30A. Old and new competitors came from Chicago, Waukegan, Milwaukee, Crystal Lake, and Racine. Super job for our first all-girl race crew (Odyssey). Three Spinnaker class, four Main and Jib class and four Cruising class boats were registered. Nine beautiful C30 mini-half hulls were awarded to place winners. Kudos to first time racer Dennis Lee who hosted me aboard his C30, Life Is Good. What a great name!

The event concluded with presentation of the three IC30A perpetual trophies to the top sailors. Attached, I include reports from a first time racer, an all-girl crew, and an old timer! Here are the results, hope readers enjoy the diverse views of the NCR event.

Spinnaker Class Tall Rigs

1st Place	Meltdown	Mike Emery
2nd Place	Endurance	Carolyn Rand
3rd Place	Adventurous	Kevin Wilcox

Racing M&J Class Tall Rigs

1st Place	Terrible Twos	Tom Vibbert
2nd Place	Iset	Robert Moretti
3rd Place	Life is Good	Max Munger/Dennis Lee
(DNS)	Peenhonin	Stephen Goldman

Cruising Class STD Rigs

1st Place	Odyssey	Cara Gaitens
2nd Place	Yeah Buoy	John Sutphen
3rd Place	Leslie D	David Roberts
3rd Tie Breaker	Esperanza	Josh Norton



Meltdown



Terrible Twos



Odyssey

Under very blue skies and fair winds, five races were finished on both triangle and windward/leeward courses. Thanks to Race Director Fred Stritt and Race Committee Gary Hendrikson for organizing the event.

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

(continued from previous page)

All Girl Crew Wins Cruising Class

The Catalina 30 National Championship Regatta 2019 was held in Racine Wisconsin August 2-4 this year. The cruising class entered a boat named Odyssey with an all girl crew. They did very well and came home with the first place Trophy. Here's their story.



Cara and Greg Gaitens own Odyssey a 1981 Catalina 30 with a blue hull. Cara thought it would be fun to take some girls out to have some fun and go around the buoys. She races on Wednesday in Milwaukee, and had raced the Women's Milwaukee Bay series in 2015. She asked her friend, Debbie, if she would drive and could they get a crew together. Cara would do main trim where she felt more comfortable. The crew consisted of Debbie Koelliker, Robin Olson, Patty Prichard Thompson, Rachel Owens and Lisa Englehart. Lisa just finished the RYC adult sailing lessons. Cara made some fun crew gear in hot coral colors, so if we didn't race well we would still look good. It was so enjoyable to have



a group of gals who had either just met or were acquaintances from South Shore Yacht Club, get along so well and work as a team.

As I think about what we did in the regatta, I laugh: Lisa was our start timer, she had a stop watch counting up. It was amazing; Lisa could count down when it was going the other way! Robin on the bow was instrumental with our Genoa trim and had her eye on everything out of the boat, conversing tactics with Debbie. She also explained to Lisa bow techniques, boat maneuvers and genoa trim. Patty and Rachel were on genoa trim. It cracks me up that Debbie was explaining which way the sheet wraps the winch on the way out to the first race. I am sure you don't want that mistake on a race! I was so impressed with the way they conversed and dialed in how they were going to work together. Patty will release and Rachel will pull in the new sheet, Patty will come over with the handle and put it in and crank while Rachel hangs on to it.

The first race was a small triangle and all the Catalina's started at the same time. There was the spinnaker class, the racing jib and main class and us, the cruising division. Racine had another race for PHRF boats that started after us and did windward leeward races. At the end of the first race we were approaching the finish line right behind Adventurous a C30 spinnaker class boat. The PHRF boats were coming at us under spinnaker, downwind, finishing almost at the same time. The finish line was short and our fleet was reaching past the RC and then had to turn upwind to finish. Adventurous finished by shooting the finish line and immediately dropped down to a reach below the finish a half a boat length in front of us! A PHRF boat was finishing downwind and Adventurous was now in the way. In order to avoid a collision, we had to jibe, and tack twice to get back to cross the finish line! It was very exciting. The Race Committee made the finish line much bigger for the next race.

Another race we were all at the starting line at the same time and we

were at the pin down the line, far away from the committee boat. At the gun, our position was very close to the line, on the radio we heard the committee boat discussing the fact a boat was over early but they didn't know which boat. We were racing and after about 20 seconds they called "Odyssey". Debbie saw the individual recall flag and had said she thought we were over early so she turned us around and we restarted. We really got the boat to do what we wanted and won another race!

We had so many magical moments; nerve racking practices, so uncoordinated at first and then ending with good teamwork, messing up and recovering, getting a little aggressive at the start, ending up OCS, crazy debacle at the finish, and lots of laughter. My favorite magic moment happened on Sunday of the regatta. Cruising out to the starting line off of North Beach, Racine, we saw a current line! What? Lake Michigan and a big current line! With the wind as 8 to 11 knots from the NE we decided to stay on starboard as long as possible. Almost to the port lay line, we were 1/2 knot faster on starboard tack!!! When we rounded the windward mark first we all had to appreciate that delightful picture.... All the boats behind us even the spinnaker class! Every boat should have been at the first windward mark~

Cara said "I remember so much laughter; after a crazy fast moving tack, Robin was working we all settled in then someone made a funny comment and we all cracked up, loudly. We laughed at our mistakes. I wondered if the other boats could hear us having such a good time."

Cara wanted to give a shout out to her husband Greg for all the incredible work he did getting the boat ready to race and outfitting the boat with top notch North Sails, and equipment. Cara and Debbie showed up and the boat was prepped, clean and had been sprayed for spiders! From all of us, thanks to Greg, all the Catalina 30 racers, RC and Racine Yacht Club and IC30A for hosting this event. **-Cara Gaitens, Debbie Koelliker**



4-Time Catalina 30 National Champion - Terrible Two's

The 2019 Catalina National 30 sailing regatta occurred in Racine, WI with the Racine Yacht Club serving as the host for the race. The event offered a fleet of 12 vessels, and unlike the 2018 event at the Columbia Yacht Club in Chicago, IL, this year offered skippers and crews three dedicated sailing sections: Spinnaker, Cruising and Main and Jib or "JAM". Defending 2018 National JAM Champion, Tommy Vibbert and his crew of Bill Erdmann (Starter), Mickey Nielson (Tactician) and Mark Lendvay (Grinder) prepared for another challenging event that would offer light winds, small waves, blue skies and yes; more blood and bruises experienced among the crew members.

Unlike Terrible Two's three previous Catalina National Championships, Vibbert was entering this year's regatta with the possibilities of this being his last race as a result of him considering retiring from racing. If anyone knows Tommy personally, he comes from a successful racing background where in his early days, he raced funny cars and dragsters on the NHRA circuit. He then transitioned into racing sailboats, where his passion for winning, competing and never giving up continued to run through his veins.

Although Tommy is a calm and well-mannered individual, his personality immediately changes when the light goes green or the Committee Boat activates the signal horn to start a race. Tommy's compassion for racing is addicting to anyone who sails with him or competes against him, and although he's 70 plus years of age, his still a young man at heart when sailing Terrible Two's or his Buccaneer on Busse Woods Lake in Elk Grove, IL.

This year's racing season presented the crew of Terrible Two's with some health issues over the off-season and candidly, melancholy feelings as to whether or not this actually would be the last time they compete together in a national sailing regatta. Tommy continued contemplating his future racing career and whether or not he still had the capability of winning another Catalina 30 National Championship?



Was the boat and crew prepared to do battle on Lake Michigan against some of the best Catalina 30 skippers in the United States?

The first day of racing presented sailors with blue skies, sunshine, small waves and light winds that were out of the south. During the first race the light air caused the JAM fleet to spread out; with the sailing vessel Life is Good, skippered by Max Munger, pulling out in front of the fleet and keeping his lead the entire race. Terrible Two's was a distant second and carried this position over the finish line. After the first race, Vibbert conferred with this crew and a decision was made to adjust the rig, something that Vibbert did himself, as was the case with his racing cars after each high-speed pass.

The second race presented Munger and Vibbert with a Kodak finish that resulted in Terrible Two's finishing just seconds ahead of Life if Good. In fact, racers commented that the distance was a "whistle apart" finish between the boats. Race 3 was award to Vibbert and on Sunday Vibbert took a second to

sailing vessel Iset of the Columbia Yacht Club, and a subsequent first place that resulted in him winning his 4th Catalina 30 National Championship.

Immediately after the race Vibbert was asked if he'd race again, who responded with a boyish grin, a twinkle in his eye and holding a Heineken Beer; "You Bet, I'm always looking to race another challenger!"



Tommy would like to thank his crew, Pugh's Marina, and Nielson Sails for their support and assistance over the years. He has dedicated his 4th Catalina 30 National Championship to Doctor Bruce Rhoner who was a dear friend and a Lake Michigan Sailor. Rest in Peace Doctor Bruce!

Immediately after the race Vibbert was asked if he'd race again, who responded with a boyish grin, a twinkle in his eye and holding a Heineken Beer; "You Bet, I'm always looking to race another challenger!"

CATALINA 30/309 INTERNATIONAL ASSOCIATION

(continued from previous page)

Esperanza's Race Log

Since purchasing our boat #2562 in September 2018, it had been my goal to have her race ready for the Catalina 30 NCR. I knew there was a decent chance for us to compete in 2019, as the regatta had been on Lake Michigan in recent past. After a long off-season of checking on the boat, refitting, launch prep, etc., official word arrived—Racine Yacht Club would host in 2019. We raced locally a bit in early summer, and were ready to go for it in Racine.

After preparing Esperanza in Waukegan, I drove north to a busy Racine Yacht Club where I met my dad (Ron) and son (Isaac)—the delivery crew. We dropped one vehicle in Racine and returned via car to Waukegan, sleeping on Esperanza. We departed at 0720, motoring 22 nm into light north winds and calm seas. I monitored a newly packed stuffing box—hot. Adjusting it repeatedly under power, I lost NO fingers—good!

Race day! Today's crew, Kate (wife) and Meg (daughter) arrived. The fleet nailed each start—the sage race committee advice shared during Friday's practice paid dividends.



Esperanza Daughter Meg Driving

We motor sailed the last two hours; I appreciated maintaining 5 knots with engine RPM's cut in half. The 11 hp Universal Diesel 5411 passed a tough test. We arrived at RYC midday. Thank you Fred Stritt, RYC Race Director, for talking us in.

There is always a fun, active vibe at the RYC. Dad and Isaac returned home via car (vacation and work beckoned them). A stroll of the docks encountered C30 skippers and crew with myriad ideas for upgrades, race readiness, and maintenance. If such a stroll was insufficient, all one had to do was approach a stranger, introduce oneself, and start talking—or more importantly listen. A quick ask around at the club unearthed a guy named “Craig” for the Friday night practice race crew. And, oh yes—I had to draw it out of him—but Craig was a former Columbia Yacht Club (Chicago) Commodore. As a C30 skipper himself, Craig had earned trophies in previous C30 Regattas. Clearly, this was high quality last minute crew. Thanks Craig.

Following a skippers' meeting, the Race Committee boats Romey and Racer Chaser, led the fleet through three practice starts and one short practice course. Post-practice, a casual dinner at the club and much C30 conversation occurred. Max Munger, IC30 Treasurer, patiently answered many questions I asked. Matt Bombery, IC30 Chief Measurer, also shared great insights. Experienced folks like Max and Matt welcomed the rookies and expressed gratitude that we made the effort to participate.

Race day! Today's crew, Kate (wife) and Meg (daughter) arrived. The fleet nailed each start—the sage race committee advice shared during Friday's practice paid dividends. That thoughtful practice paid dividends, as each of the five actual races began with the entire fleet stacked up at the start as the horn sounded. Our modest family crew of three finished each race, albeit slow. I couldn't have been happier on my 44th birthday. Dinner, live music, and race conversation followed racing. Kate and Meg departed after dinner. Walking the docks, I saw Matt Bombery, who pointed out interesting items on other C30's and introduced me to a few skippers. I soaked up this knowledge, and promptly crashed for the night.

Kate brought my son Isaac to Racine for Sunday's races. Isaac and I double handed, competing against fully crewed boats (5 or more folks). We started Sunday solidly in 4th (of 4 boats) in the Cruising Division. Spinnaker and racing JAM were the other two divisions. Leslie D, a fellow Waukegan Harbor boat, tore a sail. Would this leave it open for us to sneak into 3rd? They did not return for the fifth race. They had completed three races, and if we could complete five, then maybe?! We were filled with much nervous excitement.

Being the lone boat still working to finish race 4, the Committee wondered on the radio if we'd consider motoring back to the start so the waiting fleet could begin the last race. I explained our 3rd place potential and desire to officially finish. The Committee and fleet understood, and kindly noted that we must hurry to beat the time limit. We mustered every milli-knot of boat speed, and finished with 17 seconds to spare, whoa. The fleet genuinely cheered our arrival when they could have jeered our slow time.

Isaac and I again sailed to our best abilities for the fifth and final race of the regatta. Depending on with whom we spoke at the club about score calculations, the final Cruising Division results differed. In the end, Leslie D earned the third place trophy by a tie-breaker. Although disheartened, we were happy to achieve our goal of finishing the regatta. Despite being one of the first boats across the start each race, we were unable to overcome our smallish 135% headsail. The nerves and excitement of Sunday will be long remembered.

Isaac and I concluded the evening with a beautiful downwind light air motor sail to Waukegan. We saw a colorful sunset and finished in the dark using stars to guide us south—a fitting end to an exhilarating (and exhausting) weekend. If you have never participated in a regatta like this, then do consider it. Even if you cannot bring your boat, then you can certainly attend and perhaps even find yourself aboard a boat at some point. **—Josh Norton**

Leslie D earned the third place trophy by a tie-breaker. We were happy to achieve our goal of finishing the regatta. The excitement of Sunday will be long remembered.

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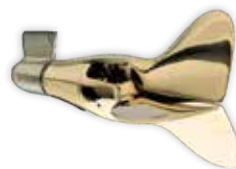
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CATALINA 22 NATIONAL ASSOCIATION

C22 National Championship

A big round of applause to Duncan McBride, Duncan's entire family, and the Tsa-La-Gi Yacht Club for organizing a very successful Catalina 22 National Championship Regatta in Oklahoma City and overcoming several challenges due to flooding and venue changes. Thank you to the Oklahoma City Boat Club for opening their doors at the last minute to host the event. We also extend our thanks to Hal Smith who was the PRO for the event and ran seven races.



C22 Association
Editor Rich Fox

Welcome aboard Brent Purcell as Vice Commodore of the Catalina 22 National Sailing Association. And thank you for stepping up to organize the 2020 Catalina 22 National Championship Regatta at Fort Walton Beach, Florida next June 12-18. The

Notice of Race for the event is available at www.catalina22.org.

Congratulations to Dennis Slaton who is the 2019 Catalina 22 National Champion. Dennis is also the Spinnaker Fleet winner. Congratulations to Bill Apker who won the Silver Fleet. Thank you to all the skippers and crew who participated in this year's Nationals. The complete listing of results from this year's National Championship Regatta is available at www.catalina22.org. —**Rich Fox**, rich_fox@yahoo.com

Each year, the Catalina 22 National Sailing Association recognizes members for their exceptional contributions to the Class. This year we recognize the following:

Ken & Tammy Palmer
Sailing Family of the Year

Stuart Weist & Family
Newest Racer Award

Dennis Slaton
Sandy Kennedy Spirit
Lifetime Achievement

Nicholas Weist, Eric Weist, Lucas Weist, and Matthew Bennett
Youth Sailing

Mark Goodwin
Regional Commodore of the Year

Jennifer Bennett
Betty Gay Clements Women's Trophy

Dora McGee
Leadership

Sandy Cox & Don Woodhouse
Sportsman

Mickey Richardson
Lifetime Achievement

David Hayslip
Lifetime Achievement

Don Woodhouse
Long Distance



Photograph of four Catalina 22 National Champions - Mickey Richardson (1988, 1986), Dennis Slaton (2001, 2019), David Hayslip (1987, 1991, 1992, 1994, 2006, 2018), and William Culp (1978).



PRO Hal Smith addressing the skipper's meeting at the 2019 Catalina 22 National Championship Regatta. Hal and his wife Sally are also the 1981 Catalina 22 National Champions.



The Stuart Weist family (left to right: Lucas, Eric, Michele, Nick and Stuart) received the Newest Racer Award.



A special guest at the National Championship Regatta was Catalina 22 hull #1. Although she did not race, hull #1 was on display for all the racers and guests to check out.



Catalina 22 Youth Sailing Awards presented to Nick Weist, Matthew Bennett, Lucas Weist and Nick Weist.

Photographs by Ted McGee.



C22NSA Commodore Duncan McBride and Secretary/Treasurer Dora McGee present the Betty Gay Clements "Women's Trophy" to Jennifer Bennett.

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of walking around town and ate out regularly versus eating on the boat. We took advantage of the resorts bicycles and all went for a ride. We also hiked out to the lighthouse at the point. Overall, it was a great stay.

Wednesday – DAY 13

Today, we headed out to Baie Finn. Our goal was to make it back into “The Pool,” anchor and then hike up to Topaz Lake. We departed Killarney and had to motor for a while since the wind was straight on the bow. Once we turned the corner we hoisted the sails and sailed until the channel started getting tight. We then motored our way deep into Baie Finn. I dropped anchor once in “The Pool” and it set on the first attempt. Santana rafted up to us and then we attempted to set an anchor from Santana as well to pull from another direction and prevent us from swinging towards shore. The bottom was really weedy and we had to make several attempts to get the anchor to set. We felt we were hooked securely and then launched dinghies and kayaks for the trip ashore. We hiked up to Topaz Lake and went for a quick swim and then headed back down hill and out to the boats. Santana’s anchor had drug and we were now close to shore. We decided, we needed a more secure anchorage for the night. Considering storms were in the forecast for around midnight, we sailed about half way back towards the entrance of Baie Finn and anchored in Mary’s Cove. This was a very well protected cove. Again we rafted up. We had set an anchor off each boat’s bow in a V and took a line to shore and tied off to a tree. We heard there was quite the squall that rolled through that night. While we saw quite a lot of lightning flashing and heard the rain on the deck, we felt absolutely no movement. We definitely were in a well-protected bay. Distance traveled approximately 20 miles, total for the trip is 188.

Thursday – DAY 14

This morning, we departed for Little Current. This was supposed to be an easy 15 miles. Turned out that as soon as we cleared Baie Finn, the wind was on our nose all the way to Little Current and was blowing in the high teens and gusting above 20. It made for slow going, especially with the drag of towing

a dinghy. We had a 4pm reservation to pickup our U-Haul truck and had a swing bridge to deal with that only opened on the hour. Were we going to make it? Turns out we had no problem. We arrived at the swing bridge for the 3:00 pm opening with about 20 minutes to spare. Once through the bridge, we made our way over to Spider Bay Marina. We knew they had a nice ramp and parking area so that we could pull the boats once we returned with our tow vehicles and trailers. Today’s distance 15 miles, total for the trip 203 miles.

Friday – DAY 15

This morning, the guys got in our U-Haul rental van and took off on the long drive back to Midland. We departed at 6:30 am and returned back in Little Current with our vehicles and trailers at 6:20 pm. It was a long day of driving. After dinner we started removing sails, etc. in preparation for pulling the boats in the morning.

Saturday – DAY 16

Saturday morning, we pulled the boats, dropped the masts and started driving towards home. I drove 11 hours on Saturday followed by another 13 on Sunday. We spent Saturday night in a campground among the RV’s. Our ambulance / sailboat rig stirred up a lot of conversation. The total distance that we drove round trip was 2,104 miles. The trip was everything I had hoped it would be and now we are looking at sailing the North Channel next year to complete the Little Current, ON to Mackinac City, MI leg of our ongoing Great Loop experience.

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

https://en.wikipedia.org/wiki/Great_Loop

<https://www.facebook.com/AGLCA/>

<https://www.facebook.com/groups/347519618710798/about/>

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