

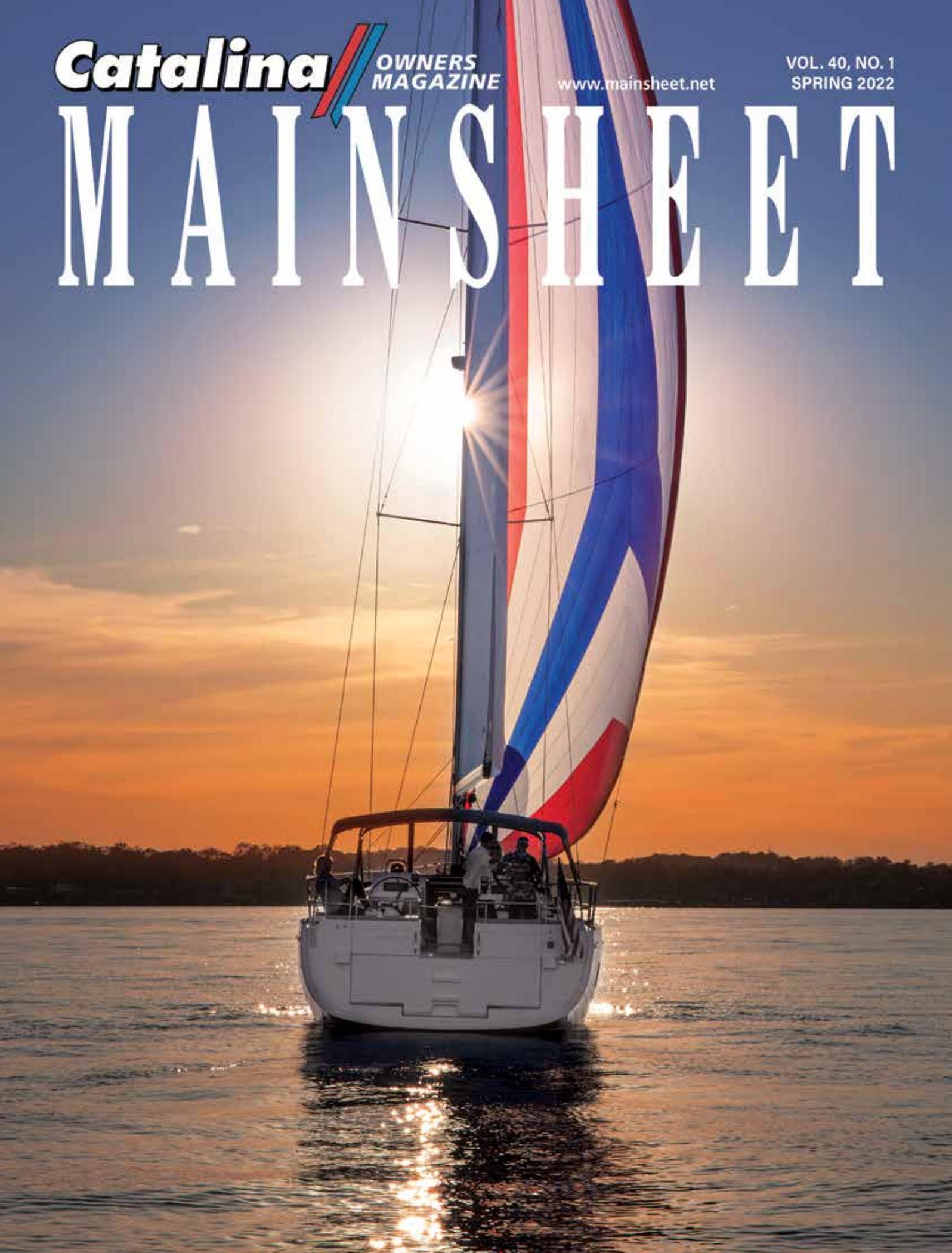
**Catalina**

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VOL. 40, NO. 1  
SPRING 2022

# MAINSHEET



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

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

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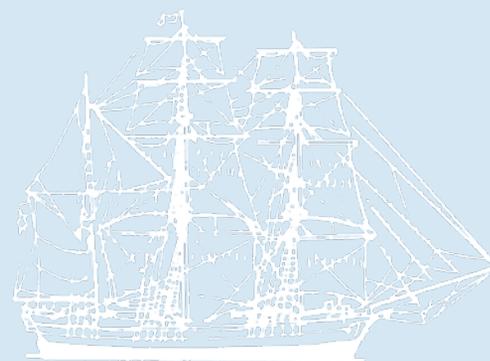
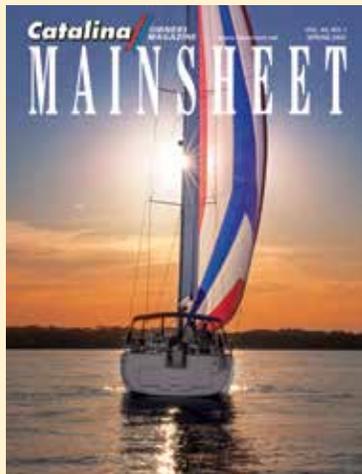
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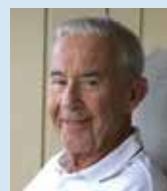
Catalina 545 hull #1 gliding over the water in light winds. This photo was captured soon after the Annapolis boat off the west coast of Florida.

Photo by Billy Black  
[www.BillyBlack.com](http://www.BillyBlack.com)



### EDITOR'S BARQUE

## Ready, Set, Go!



It's mid-January as we start thinking about putting together the Spring issue of *Mainsheet*. With snow on the ground in some

places, my mind rushes toward longer sunny days and slipping my boat off the trailer and into the lake. But first things first, this issue of *Mainsheet* takes front row for now.

Stories in this issue are from "Finding Solace in Australia" to a Chesapeake cruise and the invitation to the Catalina 22 Nationals to be held in Fort Walton Beach, Florida.

Whatever your plans are, share them with your association editor for our next issue. Be safe and enjoy the wind in your face.

—Jim Holder, *Publisher*

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*View From the Bridge:*

# Chesapeake Cruise

By Brian McLamb, *Serenity*, #1075 • Catalina 320

I had been to the Chesapeake a few years before with my brother as crew, but did not get as far north as we had hoped. It had been a desire of mine to return and see more of this diverse and interesting cruising area. Due to the distance to be traveled most days, and the number of nights at anchor, the Admiral did not want to make this month long trip. I still wanted to go even though it meant I would be doing it solo.

During the winter I took advantage of the home time to plan my trip. While discussing this desire with a good friend at my home marina in Oriental, NC he said he wanted to do the trip as well. That really put things in motion and we both prepared our boats and



Entering the Great Bridge lock



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Spa Creek with my buddy's boat



Passing through Norfolk. Always a Navy presence here.

set a date. While I was going over the systems and condition of *Serenity*, my Catalina 320, #1075, he was doing the same thing on his Catalina 310. His wife also decided that she did not care to go this time so we both committed to do it ourselves.

Our emphasis was to do this safely and let weather dictate which days we would travel. Each afternoon after checking weather guesses (forecasts) we would discuss our plan for the next day. To keep ourselves safe we always chose at least one bailout point along the intended route. It may be an anchorage or marina that we could divert to if the weather conditions deteriorated during our day's trip. We did not have to exercise this option during our trip but thought it was a prudent practice.

We left Oriental on May 2nd and began our trip north. We had a good motor sail to our first anchorage at the southern end of the Pungo River Canal. The weather was clear, dry, and



*Serenity* at anchor, Pungo River Canal

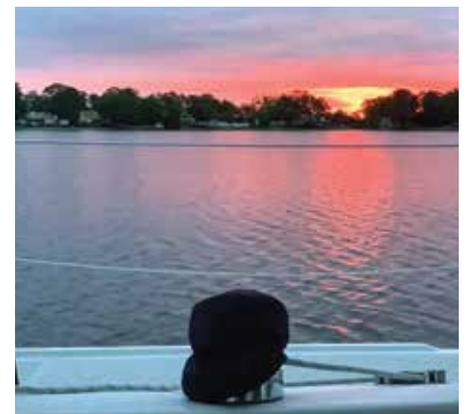
cool and remained this way the vast majority of the month of May. The next day we made it through the Alligator River Bridge just before the weather took a drastic turn to present us with a pop up thunderstorm with lightning. Fortunately we worked our way into the mouth of the Little Alligator River and found some protection from the fetch despite the wind. As the anchor hit and stuck, the heavens opened and we retreated to our cabins. The next morning all was fine and we pulled anchor in preparation to cross the Albemarle Sound. While my buddy boat had no problem retrieving his anchor, I was not as fortunate. One hour and fifteen minutes later I retrieved mine. As I was motoring out of the anchorage I noticed that someone's dinghy was floating away. It took a moment before I realized it was mine! This gave me an opportunity to practice my MOB skills. Once I retrieved it, I found that the bow ring the tow line attached to was missing. After successfully jury rigging a solution it was time for me to catch up with my buddy boat who was most of the way across the sound. We had a good day to discuss at diner in Coinjock that night. We also looked forward to the Great Bridge Lock we would have to negotiate the next day. It was the first time either of us had done a lock by ourselves.

We enjoyed our trip and had several first's as solo sailors so each night was fun reviewing our day. At Solomons Island I had my first ever mooring ball experience. This was a great learning opportunity that prepared me for my

Spa Creek mooring field in Annapolis. We continued our cruise to Saint Michael's, back to Solomons Island, on to other points along the way to Cape Charles and back to Norfolk and Portsmouth. The anchorages and towns lived up to what we had hoped for and left us wanting to make another trip in the future. We successfully made the return trip with less drama, but it did include a motor sail frolic across the Albemarle Sound as the forecast said north winds building to 18 knots with gusts in to the 20's late morning. We left Coinjock, NC at 0530 and made it to the Alligator River Bridge by 1130. Fortunately the wind and waves were in agreement and pushed us through the mine fields of crab pots.

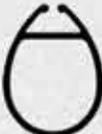
Many great memories were made and provide inspiration for the next journey wherever it may take us. Once again, I found the C320 to be a very comfortable and fun way to travel.

**-Brian McLamb, *Serenity***



Great sunsets, great memories



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# Boat Relocation 101

By Ken Cox, Acadia #317, [kenneth\\_cox@sbcglobal.net](mailto:kenneth_cox@sbcglobal.net) • Catalina 28

Things happen in life, we move, trade boats, retire, upsize, downsize...what ever the reason you need to move your boat that either you bought or want to keep. Following are I hope some helpful tips and hints for you to help it go smoother and more hassle free.

First, let's group boats by size, up to 25 or 26 feet, some 26 footers are larger than some, then the 26 to about 34 foot range and finally everything over 34 feet. Most likely if it is over 34' you will not move it yourself in most cases unless you own a semi and a low boy or hydraulic trailer. I will cover the nuances of over 34 last.

The first two categories have some things in common.

Let's start with trailers, lets prepare for a road trip, a long one. First, don't assume that since you have hauled it back and forth from dry sail to the ramp twice a year for ten years that your trailer is fine, I can almost guarantee you it is not. Being on the road in all types of conditions hour after hour is not quite the same.

Most trailer for the smaller boats will be single axle, moving up to tandem and triple and for the larger boats quad and hydraulic trailers maybe even a low boy with a tractor trailer.

Your first consideration will be in a safe journey and trying your best to eliminate side of the road breakdowns and failures. A roadside break down can be expensive at least and deadly at most. The stories of tow truck drivers and construction workers being killed are very real and for some, very personal.

Give your trailer a good look, several times over, focusing on just one element. Start with just the frame, look at welds, joints, supports everything, looking for cracks, breaks, distortion or out of shape. Look at areas the paint may be missing. Next give a good look to the springs, supports and shackles as well as shackle bushings, U Bolts. Most likely you cannot check to see the hardware is tight as it is rusted and your probably cannot tell. I once went to check that my U Bolts were tight and they would not tighten or loosen, yet the U Bolt moved. Of course, I replaced them all. Make sure all the running gear is tight, if it is rusted tight, replace it. Next up hitch coupler, is it dirty, rusty, does it work smoothly and

couple up firmly? Next up, safety chains make sure they are not weakened from rust, that the hardware that holds them on is in good repair. This is your last line of defense if the trailer comes off, you do want them to hold, don't you? How about the boat bunks, supports, guides? Is the wood solid and not spongy or rotted? Carpet in good repair, not torn or missing?

Tires? Proper inflation? Read the sidewall, how much do they take? At the very least you need a spare, how old are the tires? If they are over about 5 years old, they may have some UV deterioration.

Now to the bearings, how long since they have been disassembled, cleaned, re-packed, re-sealed and assembled? How many times had they been in the water since the last repack? A few shots from a grease gun into the bearing buddies just may not be enough.

Lights, they all need to work and check them all, getting stopped for lights can get you sidelined. Running lights, turn signals, stop, 4-ways.

Don't forget you need a current license and registration. Some of the smaller and mid-sized trailers may and can be packaged with the boat, make sure to have a copy of the current policy. In most things boat and going to the lake I have a saying, if I have it, I won't need it, if I don't, I will! My other favorite is, Honey let's go to the lake and see what we forgot!

Now my favorite topic, brakes. In almost all states trailers over 3,500 lbs are required to have brakes. Many of them have surge brakes. After a few dips in the local pond, they can become worthless. Then they are expensive to repair when they do fail, and they will fail. If you have a trailer that is not dipped in the local pond electric over hydraulic can be a good choice both from performance and reliability, but the electronics can only get wet once. Electric drum are the most reliable, but they do not perform as well as disc and do require periodic adjustments. But my experience has been the electric drums are pretty bullet proof. One of my trailers has been dipped multiple times probably close to 500 times and they still work flawlessly.

What about your tow vehicle, make sure it is rated for the total weight, the vehicle, boat & trailer! If you are close to maximum know that mountains and high cross winds like encountered in some areas can make you wish you were somewhere else at times. Don't be overly optimistic on 6% decents, don't think you can go 70 downhill, just because you can as stopping distances are much longer.

You also have an obligation to strap down your load, at least two straps over the top and to the trailer, ratchet straps work well. Smaller boats can do two straps on the transom and one at the bow eye. Some trailers have hooks to secure them to, if not you can get straps that go around the frame and can attach them. If you use these straps, I also

recommend that you take a short line and tie them together through the eyelets in case the straps dislodge they will not fly into your boat or the car next to you and cause damage.

Monitor your load about every hour and a half to two hours. I go so far as to take an infra-red temperature reading of the bearings and tires, both across the tread and the sidewalls. These can give an indication of a potential failure. Be sure to double check the lights every day and after doing a wet load or launch as well. Never dip the trailer with lights connected and let the bearings cool before loading and unloading as warm hubs suck water right in, bearing buddies or not.

To be safe loads over 13' 6" in height (some states 14') and wider than 8' 6" will need permits and in some cases state routing. With not being allowed to transit large cities at rush hour times. In order to procure them you will also need an insurance limit of at least a million dollars, a blanket policy can be purchased relatively cheaply.

Again, with good pre-trip preparation you can limit unpleasant issues and surprised.

For those of you with the larger boats it is a different ball game. All of the above still apply but in most cases, it is someone else's problem to do so. Ask for their DOT number and you can check them out online at the DOT website. Ask for and actually call their references. See a copy of his insurance policy and ask for an assignment of insurance for the trip.

Know how he has to be loaded, few can do a wet load, most want a travel lift or equivalent at your expense. Be clear on who is to de-rig and re-rig the boat. If he encounters long wait times for this, expect a bill for that delay unless it was his fault.

What to expect to pay. Fees vary greatly as what they do is situational. If they can get time to book complimenting loads it can be much cheaper. For a small boat on your trailer, a hook and go if you will, the fee can be in the range of up to \$2.00 a loaded mile and \$1.00-1.25 a dead head mile. Prices are crazy right now with fuel costs which is a large part of the expense, in some areas it can come in at about \$.60 a mile.

For the larger loads all bets are off, complimentary loads are difficult to come by. Operational costs alone can approach \$3.00 a mile, there insurance is very expensive, can be in the range of \$ 1,500 a month with a truck payment in the \$2,000 range plus all of their operating state fees. So, in current times you can start at about \$ 7.00 a mile and with special circumstances can go as high as \$15.00 a mile loaded and about \$8.00 an empty mile. The highest costs are on the coastal areas, Gulf and Great Lakes, in many of those areas they pay large turnpike fee's as well. Every load is unique.

When things go wrong. First have your own insurance, they will pay the claim and then go and collect from those that may have been a fault. That is a big reason why you have it in the first place. Stay calm and as pleasant as you can under the circumstance. This makes it easier to resolve issues and them more willing to be accommodating as well.

So, if you're moving your boat, I hope this gives you some insight and eases the trauma of the situation. Should you have questions about specifics I have listed my e-mail address feel free to ask. There is an underscore between the h and the c. **-Ken Cox**, Catalina 28, Acadia #317, kenneth\_cox@sbcglobal.net

Monitor your load about every hour and a half to two hours. I go so far as to take an infra-red temperature reading of the bearings and tires, both across the tread and the sidewalls. These can give an indication of a potential failure. Be sure to double check the lights every day and after doing a wet load or launch as well. Never dip the trailer with lights connected and let the bearings cool before loading and unloading as warm hubs suck water right in, bearing buddies or not.

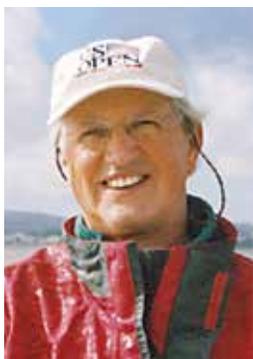
*Lessons Learned:*

# Some Grooming for *Voyager*

By Bill Martinelli • C470 Commodore • Photo by Julie Lynn Olson

Cruising boats are too complicated for most owners!

In reality, even land homes are too complicated for most homeowners! If the power goes out you call the electric company, or if the sewer backs up you call the department of public works or a septic service.



The same problems happen on a boat but the City does not deliver your potable water, take away your sewage by gravity, or provide your electricity.

The easy part of sailboats is sailing; exit the harbor, hoist a sail or two and see what happens. Shortly you'll figure out you need to aim the boat in some direction to get the wind to propel you. It may not be pretty or efficient the boat will move. WOW! I'm sailing!

Oops, here comes the hard part.

Now think about all the systems on a cruising sailboat like a C470. Let's start with the 75 HP Yanmar for propulsion, it has a sea water pump, fresh water pump, heat exchanger, fuel pump, fuel injectors, fuel filter - do you know how to service or repair them? Do you know where they all are?

Pumps are always a good conversation item; let's see - we have grey water ones (Voyager has three aboard) and bilge pumps (again three). All those have some sort of automatic float switch or something to turn them on. Then there are our circulation pumps, (two), macerator pumps, (four), transfer pumps, etc.

At home you flush a toilet and unless there's a problem gravity delivers the contents to your septic tank or the city sewer. Not so on your boat, you have to pump last night's dinner either into the holding tank or overboard (if appropriately offshore). Oops! More pumps, macerators before holding tanks, duckbill valves, flapper valves, three-way valves and foot after foot of hose to become clogged!



Air conditioners (our two), one in the aft cabin, another in the salon. The one in Voyager's salon has a small air duct going to the forward stateroom. This stateroom gets a bit of cooling or heating from that duct but we really can only put up with those guests/friends for so long (and vice versa, LoL) so we don't want to make them too comfortable. Oh and by the way those AC units also have pumps.

At home you brush your teeth, wash a few dishes, take a shower, etc. and the water magically disappears down the drain. On your boat almost every drain or intake has a thru-hull valve that you need to be aware of and be able to service. Your C470 came with Forespar thru-hull valves. Those great units have a little white cap stored in the side of the valve. If you grab that cap, you can jump in the water and push it into opening of the thru-hull. Once you have done this you can take that Forespar valve apart and service it while your vessel is still in the water. (I'll save my watermaker issues for another day!)

Electricity, we all like it, we all need it. Where do we get it - well unless you have a really, really long extension cord once you leave the dock you need to find an alternative source. Our Yanmars have a power-making alternator; by the way do you know how to repair or replace that thing? (The inspiration for this whole dissertation came from a need to swap alternators during our recent cruise up into the Sea of Cortez.)

Solar is the easiest for generating power: a couple panels, a controller and cables to your battery bank. As to battery banks, in recent years the technology has gone through many

changes. Today we can choose from wet cells, Gel cells, AGMs, Lithiums, and some others I can't think of right now. All these batteries require specific settings on your power generating source. So, you need to set up your alternator (if it has an external regulator), your solar controller, your battery charger and anything else providing electricity. For most of us with dwellings ashore the "grid" provides our power, flip a switch and you're home free.

Battery charger/inverters provide AC power to run the drinks blender but can't charge your batteries without that long extension cord. So off the dock, a generator seems in order. It could be the factory supplied Fisher Panda or a Honda 2000, which is a favorite amongst the cruising community. A Fisher Panda has most of the issues that the Yanmar does for maintenance, plus a list of idiosyncrasies of its own.

If you have the Honda and/or a gasoline driven outboard you should to be able to locate the carburetor, remove it and rebuild it. (Also another project on our recent cruise!) I can't recall how many I've helped service for friends. When your commuter "car" is your dinghy and you have to row a half mile to shore in a heavy chop you'll agree that learning to service one of these little air fuel things is well worth the effort.

I won't even mention refrigeration compressors or propane solenoid valves. OK you caught me I did mention them.

So the bottom line is, DO NOT show this article to any newbies looking to buy their first cruising boat as you may kill their dream! **-Bill Martinelli**

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Catalina 310, 2002



Catalina 42, 2004



Catalina 34, 2005



Catalina 34, 1987



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Catalina 380, 2001



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Catalina 350, 2008



Catalina 28, 1995



Catalina 375, 2003



Catalina 400, 2010



Catalina 42, 1991

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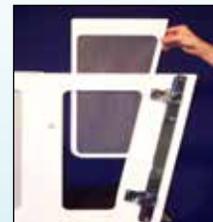
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# FINDING

The youngest crew on *Red Thread* may not be keen on the spirited wind and seas just yet, but he has beachcombing down pat. North Tinpot Anchorage, Bruny Island.



# SOLACE

Our CM440, *Red Thread*, contains the most beautiful parts of my life.

**"I sit in utter silence watching sawtooth dolerite peaks gnaw at meaty grey clouds. Only the occasional cry from a seabird echoing across the motionless bay breaks the stillness."**

—Jessie's journal, Recherche Bay

I have ached for this moment. For this seclusion. For this crisp, salty air. Forty-four feet and 15 tons of fiberglass suspend me above the chilly seawater that spills into this bay from the Southern Ocean. Even in the height of summer temperature doesn't break 60° Fahrenheit. Twenty feet below the hull of our CM440, *Red Thread*, our 33-kg Rocna is holding fast, tethering me to blissful solitude in this stunning place.

This boat contains the most beautiful parts of my life, my husband and our baby boy, who are lost in dreamland below decks. The most glorious joys and challenges of our 10 years together are etched into the story of this vessel: our engagement, our wedding and honeymoon, moments that tried to break us and others that made us fly, more than a hundred nights at sea, our son's first crawl. There is one exception: *the coronavirus (COVID-19) pandemic*.

## How did we get here?

Lured by tales of cruising grounds akin our home waters in the Pacific Northwest, our little family had sailed away from the skyscrapers of Melbourne, Victoria, in December 2019 (see Fall 2020 issue) and toward Tasmania. Much to our

souls' content, we found forests rooted right to the water's edge and misshapen bays that would delight the saltiest of gunkholers, just as we had been promised. We fell in love with Hobart, the island state's capitol city. Established as a penal colony in 1804, Hobart is a beguiling amalgamation



A rainbow bursts through the fog blanketing the mountains that tower above Hobart. Derwent Sailing Squadron, Hobart.

**By Jessie Mackelprang-Carter, CM440 Association Editor  
*Red Thread*, Hull #33**

## FINDING SOLACE

of convict-era architecture and modern convenience. Fishing boats clad with wooden beehive rock lobster pots moor one after then next a stone's throw from the business district, and the finish line of the renowned Rolex Sydney to Hobart Yacht Race is just off the waterfront. Kunanyi, named by Tasmania's First People, the Palawa people, keeps watch more than 4,170-feet skyward. Hobart is a seafarer's delight and a nature-lover's paradise. *Red Thread* found a new home at the Derwent Sailing Squadron, a 20-minute walk from the heart of the city.

We were smitten.

In early 2020, we flew home to Melbourne and started planning our Tassie holidays for the remainder of the year. With Australia being generous in vacation days and public holidays and jobs that enabled us to work remotely

some of the time, we figured that we could hop a cheap, 60-minute flight from Melbourne to Hobart every six weeks or so and spend a week afloat.

### Plans washed away

Little did we know that we were scrawling plans into the sand; an invisible tide was already awash on many of the world's shores. Within weeks, the gears of modern life as we knew it would grind to a halt. Our plans were erased as the COVID-19 pandemic gripped the globe. Planes grounded, quieting the skies, and suddenly Australia felt painfully far away from the United States, our home country. Melbourne entered what would become the most severe and long-lasting lockdown of any city on the planet.

Meanwhile, like a castle hoisting its drawbridge, Tasmania closed its

borders for the better part of a year. It opted to protect the health of its citizens by making the island state all but impenetrable, even to other Australian states.

It was nine months before we laid eyes on *Red Thread* again.

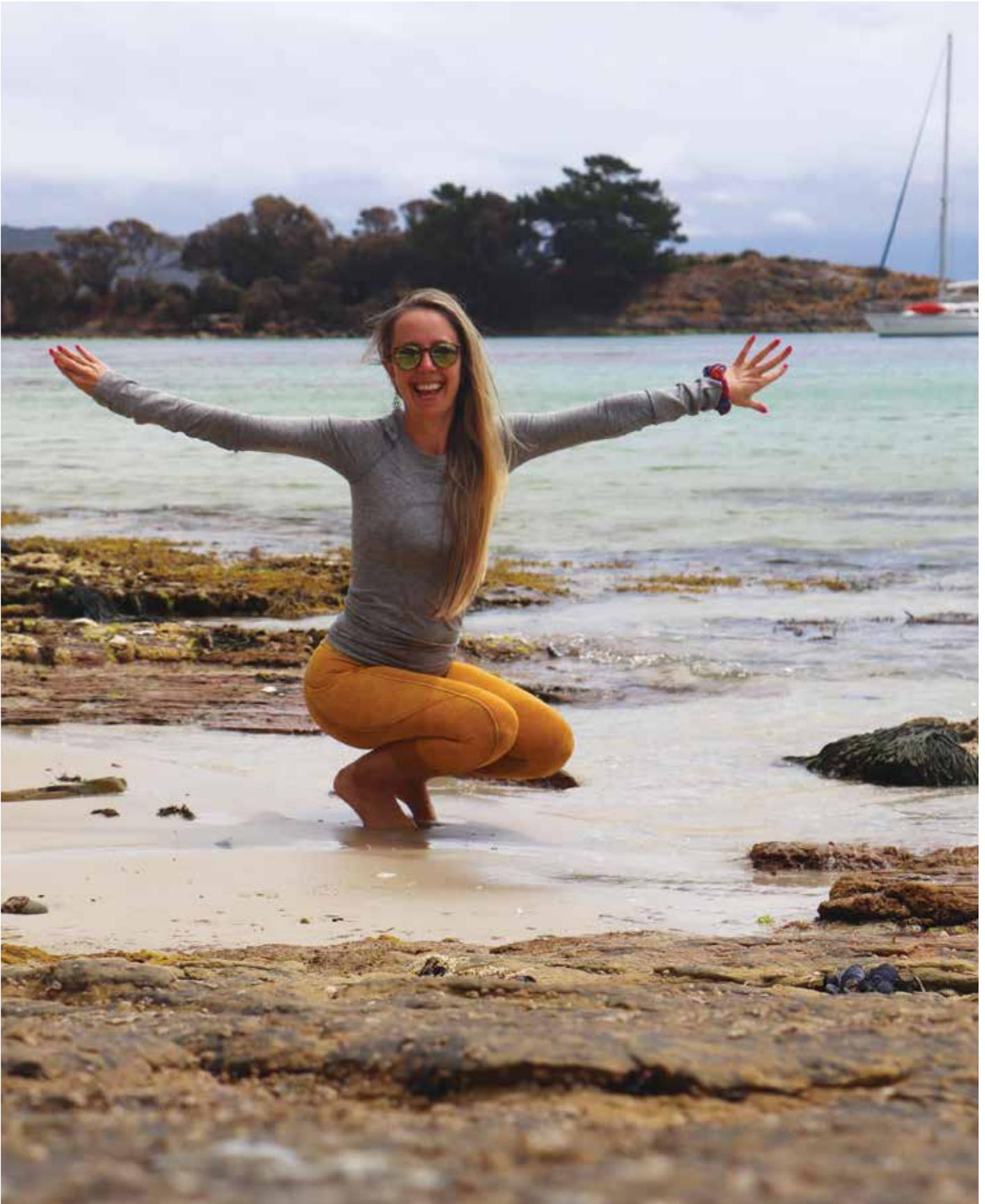
### Drop by drop

We anticipated that when we were finally able to return to Hobart, we would crack the companionway and be greeted by mouldy walls that plagued us during Pacific Northwest winters. We breathed a sigh of relief; she was just as we had left her nearly a year earlier.

We untied *Red Thread's* dock lines and unfurled her headsail. Twelve- to 17 knots of breeze astern breathed life back into our CM440, and into us. Well, two of us, anyway. Sawyer was less impressed by the whole fandango



Neil and Sawyer wave from the bow before Tasmania's magnificent Southern Ranges. Pigsties Anchorage, Recherche Bay.



After 9 months of lockdowns in mainland Australia, the feeling of exploring new anchorages was incomparable. North Tinpot Anchorage, Bruny Island.

## FINDING SOLACE

and clung to me like a terrified koala for much of the time underway. His bulky yellow lifejacket and oversized sunhat made for a cumbersome cuddle, as we ventured south through the d'Entrecasteaux Channel and into Recherche Bay 50 NM south over several days.

We were hellbent on losing ourselves in nature for a couple weeks and did precisely that.

We found our way to anchorages where we could pluck muscles from the rocks, and shared bonfires and sundowners with strangers who seemed every bit as interested to learn about us as we were them. I could feel my cup, depleted from a year of uncertainty, separation from loved ones in the United States, and the mayhem of working from home with a toddler at my ankles, filling drop by drop.

In Pigsties Bay, we befriended Jason and Tiggy, a lovely couple from a Cape

Dory 330 called Sirens' Song, with whom we shared an anchorage, drinks, and stories. Jason schooled Neil in the art of skin diving for abalone and harvesting them from the seafloor. I learned the gory process of slicing said abalone from their opulent shells and the culinary delight of searing them "just right." We carried Sawyer on our shoulders over beaches laden with black boulders, and wiggled our toes in soft, pale sand. We paddleboarded and took naps and watched our tiny adventurer beachcomb for treasures of seashells and driftwood.

And then we caught a weather window and scurried north. We had a haulout for some major maintenance scheduled back in Hobart and no interest in getting caught out in a blow in the roaring 40s.

### Two years on...

As we knock on the 2-year anniversary of COVID-19 being declared a pandemic by the World Health Organization, I wonder about the ways this global event has stretched and even broken each of us in different ways. As sailors, as people, I hope we can hold space for one another as we work individually and collectively to heal. May we find silverlinings as we reflect on the ways that this [hopefully] once-in-a-century event has shifted our daily lives, our priorities, and our relationships.

For me, I need more time afloat.

There are ways that boats nourish us and replenish us that words simply cannot convey. I hope that just as the rocking of *Red Thread* and the gurgling of seawater beneath her stern helped to calm my angst at the dawn of 2021 that you, too, can find healing from this period of global heartache aboard your Catalina yacht.



Transfixed, Sawyer would sit still for the better part of an hour as we explored the shoreline aboard our iSUP. Pigsties Anchorage, Recherche Bay.

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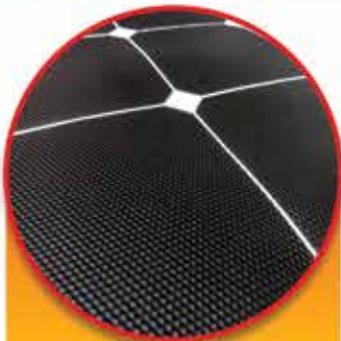
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# PRACTICAL TIPS ON SEAMANSHIP FOR THE WEEKEND SAILOR

BY CAPTAIN JOHN HOOPER, MASTER, S/V *LIBERTY* (C400), COMMODORE, C4 SERIES

I was inspired to write this article after spotting an article called “The Lifetime Pursuit of Honing Seamanship Skills” in a recent *Spinsheet* magazine (June, 2021). That article was accurate but very general and too basic and short. I thought this is a critically important topic that is often not addressed. I have learned, picked up tips from other sailors, gained from experience, and practice from a long life of experiences at sea (U.S. Coast Guard cutters, sailing boats, dinghies to 45 foot sailing yachts over the past 60 years). So why not share this knowledge?

If you ask ten skippers what they view are “good seamanship practices” skills or tips you will undoubtedly get ten different answers. All of those would be superb tips, have value and contribute to good seamanship and marine safety in all power or sailing boating operations, regardless of location or degree of sailing expertise. But, *there are some unique seamanship tips for sailors*, and I’d like to

focus on those in this article. Some of these tips contribute to a good “seaman-like appearance” on your boat, and contribute to your pride and professionalism as a mariner/yachtsmen; but most contribute to the safety of your passengers and crew, and overall enjoyment on the water.

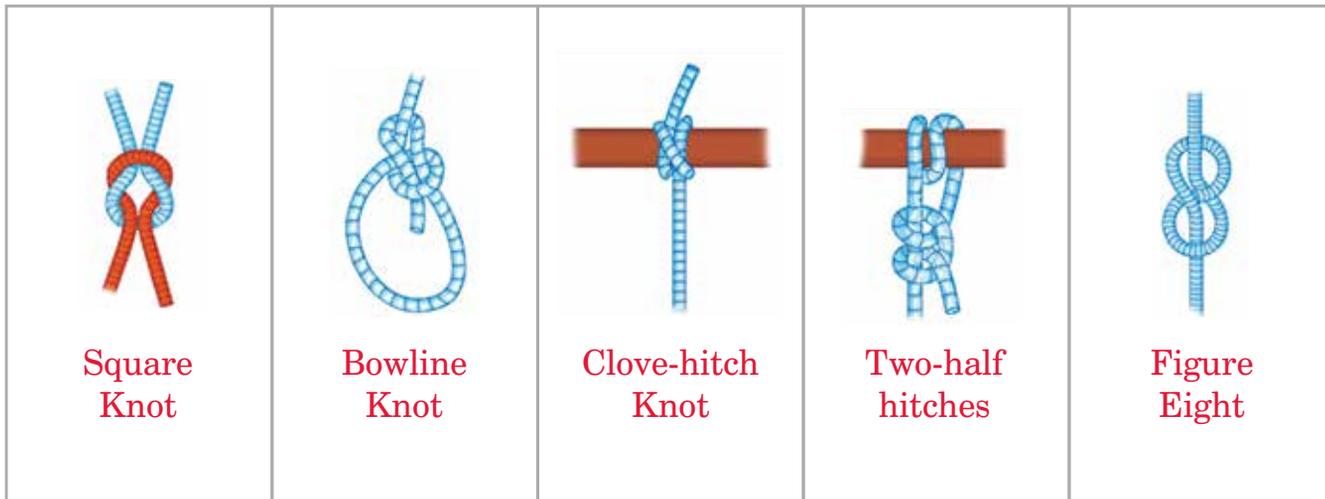
Tips in no particular order but grouped by boat components.



## **Lines (known by the lay person as “ropes”)**

- a) Always check the condition of your lines for chafing. Lines are expensive, place chafing guards on your lines where chafing could or has occurred. Replace ANY lines that are chafed/damaged because their strength/continued viability are suspect;
- b) Keep your lines dry by either “coiling”, “flemishing” or “flaking” them on the dock and properly stowing in a dry locker below;
- c) When crew or guests are handling or walking around lines on deck ensure they are not standing in the “bight of a line”, and keep the decks clear for walking;
- d) When hoisting a sail with the assistance of a winch, the line is under great strain, so do not have hands in such a position that can cause personal injury

# PRACTICAL TIPS ON SEAMANSHIP



- e) Teach your crew some basic knots or at least the “basic five”: square knot, bowline, clove-hitch, two-half hitches, and figure eight, and test their proficiency from time to time.
- f) Periodically check the integrity of your life-lines and stanchions.

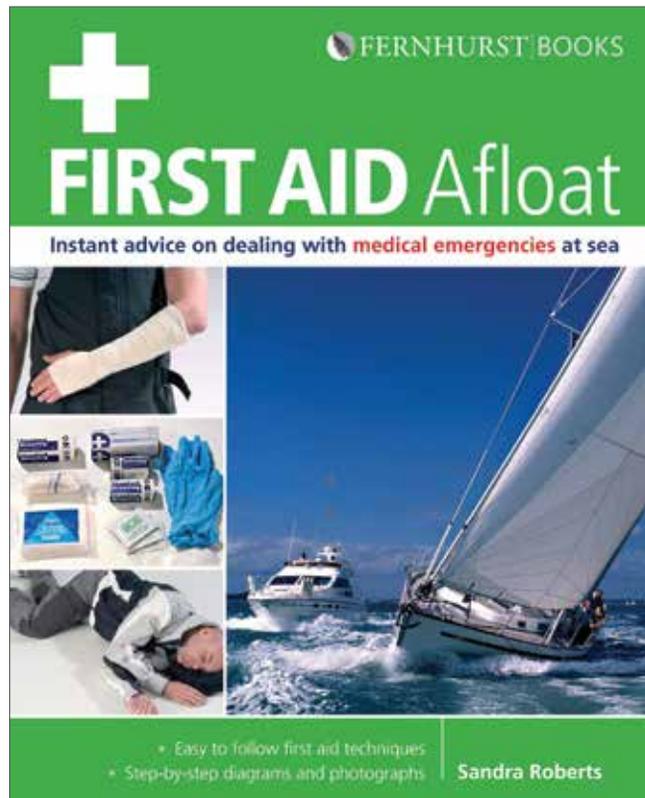
**The dock**

- a) Protect your boat from damage from the dock and weather by using plenty of fenders and ensure they are properly positioned;
- b) Routinely check your vessel’s condition alongside the dock periodically, particularly if you’re gone for a few days or extended time. Focus on:
  - i) lines, fender placement, water-tightness, security/dryness down below, condition of the bilges, loose or tearing canvas, security of the sails, etc;
  - ii) remember that you have a responsibility to the boat owners around you, and the Marina manager, to keep your vessel secure.

**Safety on the boat**

- a) Ensure that you have an adequate and well-stocked, current, first aid kit aboard. It might not be a bad idea to also have a First Aid Afloat book/guide to help address the routine boating injuries such as sunburn, seasickness, minor cuts/bruises/abrasions, broken bones, fish-hook in finger, etc;
- i) Be aware of, and sensitive to, your crew and guests fatigue with seasickness. People can get hurt on the water and sometimes die. Do not be ambivalent or over-confident with your own, your crew and guests’ knowledge and experience in sailing;
- b) Keep your lifesaving gear in excellent condition by routinely inspecting, cleaning and testing your safety gear (life-jackets, flares, fire extinguishers, Type IV throwable cushions/horse collar, etc.);
- c) Before getting underway, unlock the storage areas where you store your lifesaving/firefighting equipment.

- If you have guests onboard show them where the lifejackets are stored and how to put them on correctly;
- d) Show them where to find, and how to use, the fire extinguishers;
- e) Before getting underway, secure all items down below breakable or not. These can, and will, fly across the interior of the cabin as “missile hazards” from the boat’s motion and injure someone;
- f) Keep binoculars, a VHF radio and a horn near the conning station (and yes, a conch shell does qualify as a USCG approved device for sound making);

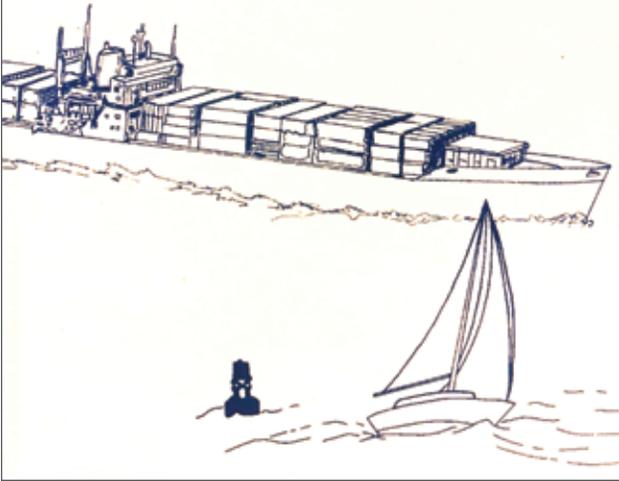


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## NAVIGATION RULES

INTERNATIONAL—INLAND



- g) Keep some “rapid use tools” on your person/belt at all times such as a knife, multi-purpose tool, and/or marlinespike. When there is an emergency on deck, or with the sails, you will not have time to go below to get a tool.

### Safety in general

- a) Always check the weather from various sources before leaving the dock and, when underway, periodically check the horizon for unexpected weather;
- b) Learn the basics of the Rules of the Road and apply them.

**Always assume the other boat does not know the proper/legal rules for maneuvering to avoid collision.**

- c) Those operating/sailing your vessel need to be alert at all times, and keep an eye on other vessel traffic around you and their movement. Advise the skipper of any potentially threatening situations;
- d) Instill safety with your crew and guests and teach them the old adage: “one hand for yourself, one hand for the ship”; meaning as you move around the boat down below and on deck, always be hanging on with at least one hand;
- e) Ensure your crew and guests are wearing boat shoes that can grip the decks when they are wet (and do not mark your boat!).

### Good manners, etiquette and respect

- a) When moored, ensure all halyards on the mast are taut and secure. Loose halyards slapping against the mast when the wind is blowing are annoying to yourself and dock-mates;
- b) Keep your vessel as clean as possible for appearance, safety and pride in your vessel. This also helps to avoid mold, mildew, or uninvited guests (bugs);
- c) Keep your flags and pennants in good condition (not faded, free of “Irish pennants”/stray threads, etc).

As the Captain of your vessel you know your boat and how it responds to the wind, seas and the helm. Be alert to strange sounds, smells, or any change to how the boat is handling, and ensure that someone is checking down below periodically for strange sounds, smells, or unexpected water coming from somewhere.

Finally, learn the basics of navigation and ensure your GPS system is working properly. Have a back-up paper chart ready for use in case there is an issue with the GPS.

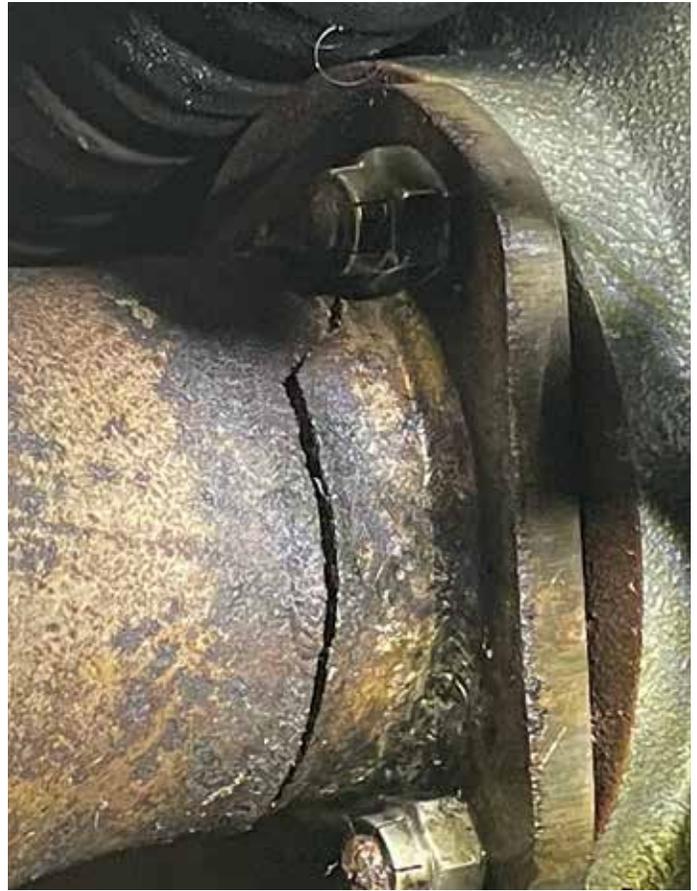
Phew ! That’s a lot you say. Well, you’re right, it certainly is and this list is not exhaustive. But, practicing and observing these safety tips and solid seamanship practices will ensure your time on the water will be safe and the enjoyment of your vessel will grow. As accurately described in the “Spinsheet” article...*“seamanship is an art, and a wise sailor spends a lifetime honing it.”*

Captain John Hooper, is a retired USCG Cutterman having spent 32 years on active duty serving ashore in aids to navigation, merchant marine inspection/port security, on several U.S. Navy staffs, the Joint Staff in the Pentagon, and as a deck officer aboard five large cutters conducting search and rescue, naval operations, and maritime law enforcement. He holds an unlimited tonnage, Ocean Master’s license and has sailed since he was six on the Great Lakes and various oceans. He is the new Commodore of the C4 Series (400, 42, 425, 440, 445) Catalina’s boats



By Joe Rocchio  
C470 Association  
Technical Editor

# FORTUNATE FAILURE



# AS A PRELUDE TO CHANGE

All good things...There are times and tides... Life is change...OK, there are lots of preludes that come to mind but that doesn't make it any easier. I have lived aboard *Onward*, C470-126, since commissioning in 2003 – a lifestyle choice I have never regretted for a second. Between June 2007 and November 2019, we have cruised *Onward* from Maine to the Bahamas and back along the East Coast until being “captured” at our place on Marco Island during the Covid-19 pandemic in March 2020.

We “escaped” in April 2021 and headed off for a return to the Bahamas. Along the way a self-realization that began to grow during our enforced stay ashore was confirmed. I always told friends I would continue our wandering lifestyle as long as we continued to enjoy it – and could do it safely. It was hard to accept, but while Peggy and I continued to love the full-time cruising lifestyle, the safety margin for the two of us being able to do the long trek each year had diminished. So, we recognized our return to cruising the winter in the Bahamas in 2021 was to mark a change in our lifestyle: we would use *Onward* as our summer home in New England and would live 5-6 months ashore between Marco Island and visits to our children and grandchildren on the two coasts.

Decision made, we had a wonderful summer in Maine and Rhode Island and in September sailed *Onward* back to the Chesapeake where we planned to keep her in the water at a marina for the winter. The overnight passage from Port Washington to the Chesapeake was as perfect as one could want for sailing south along the coast of NJ and the Delaware. We anchored in the mouth of the Bohemia River for a good night's rest and awoke to a perfect day for sailing south on the Chesapeake. It was so good we decided to head to Annapolis instead of Baltimore where *Onward* was to

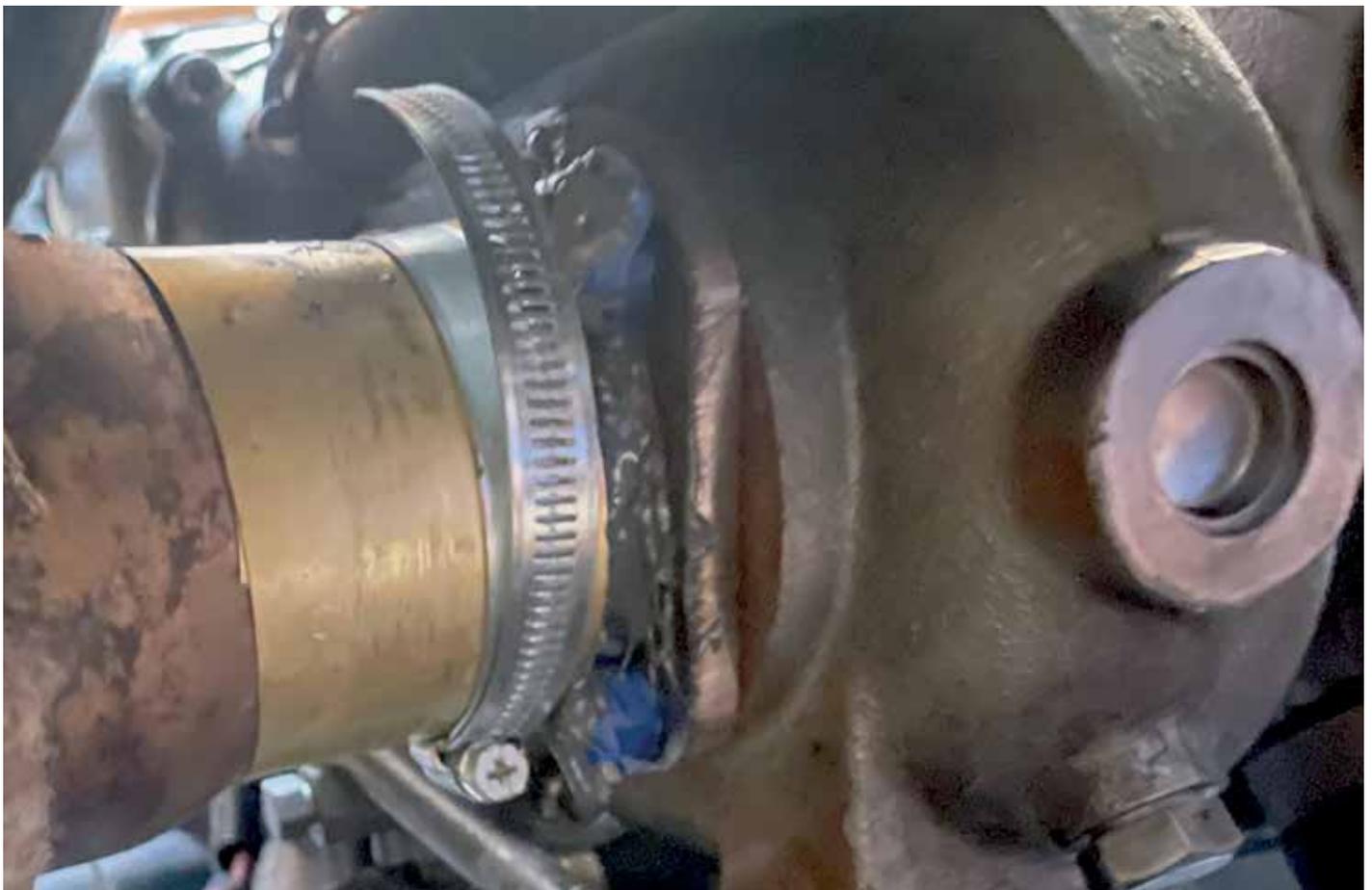
winter. There aren't many times when Onward under sail has been able to outrace a tug and barge so we enjoyed 10+ kts SOG. At Annapolis, I powered up and headed in only to miss out on the last open mooring in the harbor so we anchored off the USNA.

It was time to enjoy a cocktail while watching the theater of Annapolis harbor on a weekend. As I sipped my beverage and enjoyed the end of a perfect passage, I heard the bilge pump go on and I was a bit surprised - but we had come a long way so I did not think too much about it. About five minutes later, the bilge pump came on again – and that got my attention. I went below and checked the bilge but didn't see anything significant. Next, I checked the engine compartment and was startled to see a good bit of water in the pan under the engine. There was also the strong stink of diesel exhaust. I could not find any active leak so I decided to watch it overnight and do a thorough check in the morning.

My morning inspection revealed



Exhaust Elbow after Removal – As viewed from front/bow end when mounted on engine



Exhaust Elbow -- Attempted Emergency Repair

## Fortunate Failure as a Prelude to Change

that seawater had been spraying from some leak on the port-aft quarter of the engine onto the aft engine access panel. Some of this spray had gone into the pan under the engine where it eventually overflowed out of the aft end into the bilge through the weep holes. Some of what sprayed onto the access panel had leaked around the edge of the panel onto the aft cabin sole and into the access port for the shaft seal.

My first thought was that the PYI shaft seal, the original, which has performed flawlessly over >80,000 nm had failed. However, when I had Peggy start the engine to evaluate this, the true source of the failure became vividly apparent as a spray of water came from the flange that connects the turbocharger to the exhaust elbow! The flow of water and exhaust was too great to be able to run the engine; we immediately shut it down and the water and exhaust leak stopped.

My initial exasperation and frustration upon reflection turned to thanksgiving. This failure could have occurred at innumerable places and times after departing Maine where it could have been a severe threat to our safety as we transited hazardous areas or moved in bad weather. I realized we were indeed fortunate that this almost catastrophic failure had chosen one of the most benign places to occur – Annapolis harbor where we were surrounded by every type of support one could want!

Close inspection showed that the joint where the stainless-steel exhaust elbow was welded to the mating flange for attachment to the turbocharger had fractured 360° around its circumference in an almost perfect circle.

My first thought was to have Onward towed to a marina and hauled

early for the winter. Unfortunately, it was Boat Show time so this was not a viable option. I then decided to attempt a temporary repair to allow us to sail to our planned berth in Baltimore.

I removed the thermal protection near the fracture, cleaned the surfaces as well as I could and then applied a layer JB Weld epoxy. Next I overwrapped the first layer of epoxy with a strip of 2" brass foil and hose-clamped it in place before applying a second overcoat of JB Weld. I let the repair set for 24 hours. When the engine was started to test the repair, it immediately failed! There was evidence that sea water had filled the muffler because the exhaust was leaking out at the break. We had been rolled about due to wakes from harbor traffic. This was apparently enough for water to be tipped out of the muffler-elbow and flow down to the epoxy with the result being poor adhesion.

With the failure of the quick fix, I decided it was time to use the Tow Boat US Unlimited Towing option. A local towboat operator was alongside within an hour and took us to the mouth of the Magothy River where the Baltimore operator took over. Within four hours of my call, we were safely in our slip at the marina.

The next step was to remove the entire exhaust elbow. I removed the raw water injection hose from the top of the inverted U of the elbow. Next, was to deal with the strut that connects the elbow from a stud on the elbow to the aft-port engine mounting bolt. The nut holding the strut to the stud was a low-profile lock nut. In the restricted work space, it was very difficult to get a wrench to grip the narrow surface of the hex. The nut on the engine mount bolt had become frozen due to salt-water corrosion. Use of PB Blaster and an

impact wrench could not break it loose. I had to use a Ryobi-One oscillating tool with a metal cutting blade to cut the strut in two – after I drilled two holes in it to allow a scab-plate to be used to bolt it together once a new or repaired exhaust elbow was installed. I also used the oscillating tool to cut through the hump hose that connected the elbow to the muffler. This allowed the exhaust elbow to be removed. The flange to the turbocharger was easily unbolted.

Inspection of the removed exhaust elbow showed that from its initial fabrication, the weld of the tubing to the turbo mounting flange had been defective. There was about 25% of the tubing circumference where weld metal had not filled the gap between the tubing and the flange. This weaker section of the weld created a focal for corrosion and fracture. However, it should be noted that it survived > 10,000 engine hours before failure.

The defective weld apparently had begun to leak some time previous to the catastrophic failure. The defect was hidden both by being on the forward, i.e.: not visible, side of the tubing and being substantially covered over by the thermal protection material. It remained undetected because it was a small leak on hot engine parts in a hard to observe area.

Normally with the engine running, the exhaust pressure pushes water out of the lift muffler. However, due to the location of the raw water injection nozzle, some spray could splash back toward the flaw at the turbocharger. I believe this was probably the source of the salt water that corroded the engine mount bolt.

It also explains why during the last several months, I'd had perceived a faint odor of engine exhaust in the aft cabin and when opening the engine compartment after extended engine use. Many searches for a source of this smell had proved unsuccessful.

I was unable to source a replacement exhaust elbow as they had been custom-made specifically to fit the C470 engine and exhaust system geometry. The geometry of the mounting area is very complex and restricted so variation from the original must be minimal. I engaged a stainless-steel

Close inspection showed that the joint where the stainless-steel exhaust elbow was welded to the mating flange for attachment to the turbocharger had fractured 360° around its circumference in an almost perfect circle.

metal fabricator in Annapolis to build a new unit. The design was improved to reduce the possibility of raw water flow back toward the turbocharger.

In summary: engine exhaust elbow failure on the C470 can be catastrophic and lead to a severe threat to vessel safety due to loss of power and exhaust

fumes and flooding hazards if situations are adverse. Owners should inspect the exhaust elbow-turbo charger connection regularly as this is the most highly stressed area of the exhaust system due to thermal and vibration loads. A persistent minor exhaust odor in the area after engine use may be an

indicator of an incipient failure. Beware of any mysterious salt water corrosion in the area as a potential symptom of a hidden raw water leak. The hump hose that connects the exhaust elbow to the muffler should be inspected regularly for chafing damage. **-Joe Rocchio**

Engine exhaust elbow failure can lead to a severe threat to vessel safety. Owners should inspect the exhaust elbow-turbo charger connection regularly as this is the most highly stressed area of the exhaust system due to thermal and vibration loads.

**Note from Catalina Yachts:**

Having a custom riser made allows for the possibility of adding a flexible stainless steel bellows which will help absorb vibrations and prevent stress cracking.

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# Tech Notes from Association Technical Editors

Tech Notes are also available at [www.mainsheet.net](http://www.mainsheet.net) in PDF format for printing or reading on digital devices. | Spring 2022 password: S401



## CATALINA 4 SERIES ASSOCIATION

### Little Things that Make Life Aboard a Bit Better



C4 Series  
Association  
Technical Editor  
C400 Hulls  
Tom Sokoloski

The mail bag has been collecting cobwebs over the past few months, so you'll have to suffer with me sharing some of the projects I've done on *Juniper*. Nothing major, just little things that make life aboard a bit better. Some of the first items I installed after a week or so

of ownership were rub strakes. Dock lines from the stern cleats rub on the fiberglass. Given enough time, the lines would wear a sizeable groove. Not good. Searching online, I found "rub strakes", or at least that's what they called them. They are 12" pieces of half-oval SS, with three holes in them for #8 mounting screws. Simple to install, and they protect the edges of the fiberglass.

Another project was adding a towel bar in the forward head. I had always thought there should be one, both for



Towel Bar

hanging towels and as something to grab during rough weather. I found a 24" SS grab bar with end studs, and mounted it so that the bar is just barely above the swing-out door under the sink, and the backing washers and nuts are concealed behind the forward cushion in the main salon.

If you've ever had an ignition key break off in the ignition by well-meaning but clumsy crew (yes, it happened to me!), you'll do anything to keep it from happening again. I know

some owners have replaced the ignition key with an on/off switch (sometimes with a disconnect hidden belowdecks), but I didn't want that. I found a small SS U-bolt, and mounted it around (and a tiny bit above center) the ignition key, with SS washers and nuts both inside and out. It's only about 1/8" diameter stock, but it's very sturdy and the key has remained safe ever since. Please keep your cards and letters coming! **-Tom Sokoloski**, C400 #307 *Juniper*, Noank, CT



Rub Strake



Key Guard

# CATALINA 36/375 INTERNATIONAL ASSOCIATION

## Compressed Natural Gas Options



C36 Association  
Technical Editor  
Pre Mk II hulls  
Leslie Troyer

It's getting harder and harder to refill CNG (Compressed Natural Gas) cylinders some boats use for the cook top and oven. While *Mahalo* has always used Propane, I've researched options for those of you looking for cooking options

if fitted with CNG. As I see it there are xxx options for getting that hot cup of coffee in the morning.

- Eliminate the oven and use Butane burners.
- Replace the CNG controls with Propane controls.
- Replace the oven with a Propane Range.
- Fill your own tanks.

### Butane

Like CNG Butane is lighter than air, so explosion hazards are dramatically reduced over using Propane. This option does require you giving up the oven. The burners are inexpensive and readily available. Cost of the gas is reasonable and, you must carry spare butane cartridges with you. Single and Dual burner models are available. My good friend Stu Jackson (of C34 fame) uses this method of cooking on Aquavit. The burners can sit on top of your existing range while cooking and



stored when not in use or fastened to the existing cooktop for a more permanent installation. Cost is \$30-100 depending on model, plus \$2-5 / canister. Store spare canisters in your CNG locker.

### Fill your own CNG

I'm told this is scarry the first few hundred time you do it! Ebay has several distributors of CNG fill kits. Google "boat cng tank refill adapter" for videos, and purchasing options. I do NOT recommend this option. Cost is under \$200.



### Switch to Propane

First CNG is much safer than Propane so care must be taken when switching from CNG to Propane. There are quite a few ABYC and Coast Guard rules around Propane (for good reasons) including cylinder storage, hose and fittings used. A propane detection alarm and cutoff is also strongly recommended.

If your stove is relatively new you the vendor might have CNG->Propane conversion kits available. Sure Marine (SureMarineServices.com) in Seattle is my goto location for all Marine CNG/Propane needs. Given the make and model of your range they can tell you if it can be converted to Propane and at what cost.

I'm not sure what CNG lockers look like on MK1.5 or MK2 36's but they must conform to the following for usage with Propane.

- Use copper or USCG approved propane gas lines
- No other usage for locker other than propane service
- Locker drains overboard
- No connections outside locker except to end use device – or short pigtail to enable gimble.



Sure Marine  
Rail Mount for  
6lb tank

- Upper lip of locker above interior accesses.
- All penetrations into/out of the locker must be sealed.
- A switch in addition to the circuit breaker at the device to cut power to the propane solenoid.

This means the solenoid[s] must be inside the Propane locker. I originally thought the anchor locker would be a great storage location but the single use requirement restricts that location. When I purchased *Mahalo*, the Propane cylinders hung in fender storage cages on the stern. It looked really ugly, and the cylinders could fall through if not connected. I fabricated a storage location on the rail out of aluminum and starboard – it looks much better. Sure Marine has prefabricated racks that hold individual 6lb aluminum cylinders on the pushpit. You should also test your propane system after installing and once a month afterwards. A propane



Propane Level/Test gauge  
new style hose to tank fitting

**CATALINA 36/375 INTERNATIONAL ASSOCIATION**

test or level gauge is necessary (available at Sure Marine or Amazon).

- opening the tank valve
- turning on the solenoid
- make sure the stove and range are off
- Turn off the propane at the tank
- Record position of gauge
- Wait 30 minutes – gauge should be in the same position

If you have a leak you should leave the propane off until you discover and fix the leak. Note: the new style female hose to tank fittings are much more difficult to seal than the previous male style hose to tank fittings.

**Summary**

So what’s the best solution? It all depends on your tolerance for risk, a primarily day use boat or if you never use the oven may be best off using butane. If I was presented with this problem, personally I love the oven so would purchase a range or retrofit propane to (not possible on my boat) the existing stove. Another consideration when examining a retrofit -vs- new is the safety features of the range. The range on *Mahalo* is so old it doesn’t have interlocks on the burners or pilot light to prevent gas from flowing without a flame present. If you have a stove like this I would strongly recommend the replacement option for safety reasons.

Whatever you do don’t just replace the tank fittings to accept a propane bottle. Propane burns 30% hotter

than CNG – so you can overheat the surrounding structure, potentially starting a fire.

If you have performed this upgrade let me know what you did and your level of satisfaction, I’ll report out on both our FaceBook page and Website.

**–Leslie Troyer**

*NOTE: Modifying a CNG stove to use propane or any other fuel is not recommend. The CNG stoves with ovens installed as options by the factory were manufactured specifically for CNG. Replace the stove, fuel line and tank if changing the system to LPG following ABYC recommendations. The factory stoves with ovens are all the industry standard 21-1/2 in. wide and there are several available that will fit the existing space. –JH*

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# Rebuilding the Hatch Door



How many have had to rebuild the hatch door to their anchor locker on their Catalina 36?

About seven years ago I found the underside to have some rotten areas. At that time I just patched it up with some epoxy and it held for sometime, but this past year I found this; first four pictures.

So my appointed project was screaming at me. So home it goes.

First I cut the entire underside open with a dremel tool and masonry disk. Next using a oscillating power tool with a flat blade, I removed all of the balsa wood from underneath and cleaned it up including the raised lip I left on. Filling under the lip with epoxy and

colloidal thick as peanut butter as well as filling any gaps on the exposed area.

I then cut pieces of half inch closed cell foam board to fit in the entire bottom by layering the underside of the pieces with epoxy and fitting them in. Mixing more epoxy and colloidal I filled all those gaps until level and smooth and after it cures I sanded any rough areas preparing to lay fiberglass cut to fit over the bottom. Laid down the single piece of fiberglass and wet it down well with fresh epoxy and rolled out any bubbles. Let it cure for a couple more days and then cut away any loose or sharp edged and sanded it smooth.

Once I was satisfied everything was sealed, I primed it and then painted it with Rust-Oleum marine Topside paint. I used this before and it is great marine paint if used correctly. Two layers and the job was done. You can see the progression with the pictures. I hope this was helpful to some.

If anyone tells you can dry out the balsa, no mater what method you can't and you can't get rid of the rot and mold without complete balsa wood removal. If you're smart don't replace balsa with balsa, or you'll be back to square one. Good luck! **-Barry Bernstein**, Commodore of Lake Michigan Sailing Club



**Note from Catalina Yachts:** Almost any type of marine structural core would be fine and every effort should be made to keep water from the core regardless of whether it is balsa or foam.



**CATALINA 350 INTERNATIONAL ASSOCIATION**

**Converting a Salon Light Fixture to Provide a Salon Fan**



C350 Association  
Technical Editor  
Scott Monroe

George Thor has another great project that will keep the air moving during a hot day. Everyone else, please keep those submissions coming. Your projects and experiences are benefit to all in the C350 family. **-Scott Monroe, Southern Yankee #409, scott\_monroe@verizon.net**

Our 2005 Catalina 350 does not have air conditioning and it's not really needed in our area, but it does get warm during the day and so having a fan to move the air around in the salon seemed like a good idea to us.

One defect we found a year later, was that the middle salon light fixture was damaged and inoperable. I thought about replacing it, but since owning our boat, we never used either of the center light fixtures in the salon.

I decided that this broken middle salon light fixture would be a perfect location for a cabin fan. I chose to install a Caframo 748 Bora Fan because it had three speeds, could rotate, and tilt up and down. It had a mounting base that looked like it would fit into a light fixture which made it the favorite.

I took the light fixture down and discovered that the previous owner

had cut the wires to the fixture so removing it was simple. If using a working light fixture, you will see that there are smaller sized AWG 16 or 18 wires crimped to the AWG 10 wires in the ceiling. Cut these wires close to the fixture so that you can use them to crimp the fan wires to them.

The fixture base would be necessary to mount the fan but the light globe in the fixture was not needed and was easily pushed out leaving the globe cage. I then prepared the fixture by gluing the globe cage to the inside of the fixture.

To mount the fan onto this fixture I cut two discs one from 1/2 inch plywood and one from 3/4 inch plywood using 2 1/8 inch and 2 inch hole saws respectively. The hole saw cut plugs were the same diameter that I needed to create a center pedestal like structure to fasten on globe cage. It also

provide true center hole that I could use for stacking and fastening the discs onto the fixture.

The Caframo fan has a circular mounting plate that will fit on the larger pedestal disc. Centering the mounting plate on this disc, I drilled two holes for the mounting plate. The center holes of the pedestal discs will hold a #10 screw, but the hole had to be counter sunk to allow the fan base to attach flatly to this disc. I painted this disc black the same as the fan as it would be seen.

The pedestal was mated to the fixture with the disc from the 2 inch hole saw inserted into the globe cage first then the larger disc from the 2 1/8 hole saw cut. Next I needed a flat strip of wood to hold the pedestal to the globe cage. This strip of wood could not extend over the height of the chrome fixture.



Assembled pedestal in fixture

I found that a paint store paint stirrer was just the right height to grab the base of the globe cage without extending past the height of the chrome fixture. The pedestal assembly was then put together using two nuts on the screw, one acting as a lock nut so turning the fan would not loosen the assembly.

Now that the fixture was ready to mount the fan, I had to make some modifications in the salon ceiling so the the center pedestal screw and nuts would fit into the ceiling.

To find the center of the ceiling where the pedestal screw and nuts would go, I drew a line between the two fixture



Fixture base and globe cage



Assembly of fan pedestal for mounting in globe cage

I decided that a broken middle salon light fixture would be a perfect location for a cabin fan. I chose to install a Caframo 748 Bora Fan because it had three speeds, could rotate, and tilt up and down. It had a mounting base that looked like it would fit.

screw holes and marked the center between the screw holes. I then noted where the wires went into the ceiling and pushed them up as far as they could go with losing them in the ceiling.

Next I drilled a 5/16 hole in the marked center of the line drawn between the fixture screw holes. It is important to do this very slowly and not go deep into the ceiling, but open the ceiling to just past its thickness. You don't want to nick the wires above.

I had to do some extra ceiling work because one of the fixture wires was removed. This resulted in pulling out the AWG 10 wire from the ceiling to crimp a smaller AWG 16 wire to it. To get to it, I used a side cutting bit on a Dremel tool enlarging the hole that the wires were coming through going slowly and careful not to hit the wires. I doubled the AWG 16 wire in the yellow 10-12 butt connector in order to make the crimp.

Note that the ceiling material creates a lot of dust during these cutting operations so wear protective eye gear and a dust mask.

Now having two AWG 16 wires leading from the supply wires, the fan can be wired to the fixture. The fan has a very long 12V supply wire that will have to be cut. Leave enough to hold the ferrite attachment supplied with the fan and enough to allow the fan to rotate. I left about 2 feet of wire but you should determine how much you want. Strip the wire ends and pass through the fixture from the outside to the inside.

For connecting the fan wires, I used male/female red snap plug connectors instead of butt crimps but male/female flat connectors should work as well. I thought it was easier to crimp each wire set individually and then push the two connectors together than to use butt connectors which each wire set have to be crimped at the same time.

The ends of the AWG 16 wires were stripped and some wires removed from

the end in order to fit the red 22-18 female plug connectors. Normally this would be something not to do, however the fan draws less than 0.3 amps on the high speed so I believe a few missing wire strands would not cause a problem. The fan wires were then crimped to the red 22-18 male plug connectors.

Next the fan was mounted to the pedestal with its mounting plate and two screws. The plug connectors then pushed together making sure the fan positive wire is plugged into the blue positive wire in the ceiling.

Carefully route the wires in the fixture and mount to the ceiling with the two screws from the fixture.

The fan was sourced from Defender Marine Outfitters. I had scrap pieces of the plywood at home so the only major cost for me was about \$70 for the fan and the project took me about 5 hours, but that included the time to engineer it. Knowing how to do it, it will take maybe 2 to 3 hours to complete.

I now have a salon fan that can be directed anywhere in this space. —George A. Thor, Catalina 350 Outlander

#### Note from Catalina Yachts:

Since the size of the final wire has been reduced please add an inline fuse to protect the wire size and new amp load. Adding and modifying branch circuits and wiring should always take into consideration wire size and loads to prevent fires in case of overloads/shorts.



Wiring for fan



Finished fan

**CATALINA 34/355 INTERNATIONAL ASSOCIATION**

**Oberdorfer Raw Water Faceplates**



C34 Association  
Technical Editor  
John M Nixon

C34 Associate  
Technical Editor  
Ron Hill

I consider us lucky to have another informative article by Stu Jackson about *Things That Break*. He and I have commiserated over many boat problems we have encountered over the last almost 30 years on our own boats and those of people we know. I remember that Stu had a problem for a number of years with his refrigerator compressor randomly stop running for no apparent reason. We corresponded through many emails and a good number of phone conversations coming up with a variety of *possible* issues that might explain the problem, but near the end of our discussions I would almost always close with “*That might be it*, but you really need to look for bad connections between the battery and the compressor.”

One day after this going on for years, I heard from a happy Stu that he finally discovered the root cause of his years long problem and everything worked great after lots of testing the system in the boat. I cheerfully asked him what he found. After a brief silence, he said only “It’s always the damn CONNECTIONS!” —**John Nixon**, C34IA Tech Editor, *Otra Vez*; #728

On Thursday, July 8, 2021, I planned to take my first cruise of the season. We loaded the boat with food, beverages and clothes. Our dock neighbors came over for a visit and we chatted a bit, Cory left to drive home, and I cast off the dock lines. As is my habit a few minutes out, I checked the temperature gauge, and it was pegged, so I immediately shut down the engine, and began to sail back. It took an hour in light wind to return to the edge of my marina, which had only been a 10 minute ride out. I ran the engine for the few minutes it took to get down the fairway into my slip. My dock neighbor asked me if the thru hull was opened, and guess what? In my haste to leave I’d plumb forgotten, and admitted it, too! I’ve pulled this “trick” only once before, so opening the thru hull had worked to restart flow, but not this time. I stayed onboard and chilled out the next day.

On Saturday, I removed the old impeller which was still oddly intact. I installed a new shaft and impeller after thoroughly sanding the inside of the faceplate. There was still no water coming out the exhaust. I removed the strainer which was a tad gunky but not

enough to restrict flow, but cleaned and reinstalled it, still no flow. What I thought was water when I’d started the engine on Thursday was just hot air! Then I sat and figured out what to do next, and drew up a detailed sketch with the “standard” analysis of all the points and connections. These included: confirmation that the new pump guts are actually pumping (hose from pump to HX into a bucket) and then the inlet to the HX which often gets salt deposit blockages. I worked on it from 1030 Saturday morning until Cory picked me up at 1700.



Sanded Old Faceplate

Oddly enough, when I got home and opened my computer on Monday, July 12th, fellow Canadian Mike McDonald (#396, *Irish Diplomacy*), had posted a question on the Forum: “I’m having trouble getting the Oberdorfer water pump on my engine to pump water through.” All the answers were, predictably, “faceplate.”

On Tuesday, July 13th, I made a list of things to do with the boat water or lack thereof to work on with the sketch I’d made on Saturday. I had to re-remove the strainer again because I had gotten too zealous with the Lanocote on the O ring which stopped it from rotating as I tightened the bowl and lost its proper seat. Then I had to get some hose and temporarily connect it to the pump output to assure it was working. Maybe have to blow back with the dinghy foot pump to see if there’s a clog in the thru hull itself, although water was coming in with the strainer off and the seacock open. And then check the inlet port of the HX which can get clogged up with salt deposits. Yeah, I got a list...

Friday, July 23rd, after a heat wave precluded boat work, I re-seated the O ring in the strainer. The half an hour to get the domestic water heated enough to be able to thoroughly clean the O ring and another half hour to get it back on was enough for me for the day. I’d spent the last few days trying to figure out how it was going to fix itself, then remembered I’d put a note, in **RED**, on my list of To Do things that said “It Ain’t Gonna Fix Itself!” I know I was missing some primo sailing days. I was just being a mental midget about this. This was *analysis paralysis*. It’s not easy being an engineer.

Since the sanding of the faceplate didn’t seem to be working as it usually does, I thought it prudent to source a new faceplate. I called Marine Supply in Nanaimo, who advised they had none in stock but could get one in about six weeks because it had to come from the States. I then called Trotac in Victoria, and once I told them what pump I had their water pump specialist said, “Sure, I have one here in my hands and it has your name on it.” I went and picked it up on Saturday, and went to the boat



Old and New Faceplates

with my brand new shiny faceplate. It looked so good, flat on both sides so it was reversible unlike my old thick one. But it didn't fit!!! It appeared that the holes had been modified by half the width of one of the holes. On Monday, August 6th, I returned to Trotac with the new one and my old faceplate. They apologized profusely. They explained that Oberdorfer had changed the hole

spacing between the time my pump was made and the newer ones, even with the exact same model number. While I was there they even called Gartside Marine, a local Universal specialist, to see if they had one - no luck. They suggested I get my old faceplate "faced." So I returned home and drove to a local machine shop in Duncan. The counter employee went out to the machine shop and returned

saying they would do it but were very busy and couldn't say when they could get to it, and they also wanted \$70 for 1/2 hour of work at their regular rate. I asked if there might be another smaller shop they could recommend, since \$70 is what I was charged for the new one at Trotac. He recommended a smaller local machine shop which was on the road on my way home.

I drove there and had an unusual experience. The fella who asked me what I wanted was an unusually tall, wiry, stringy emaciated looking man, who was a cross between an oddly tall hobbit and a seriously undernourished American coal miner who hasn't seen the light of day in three hundred years while working in their family shop which was built before man even invented metal. I gave him my faceplate. How long? A few days he said. I asked if he wanted my name and phone number, but he declined. Before I left I went back to my car and returned to give him my

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Faced Old Faceplate

name and phone number. I never heard from them and went back on Thursday. They said they couldn't do it because there wasn't enough metal to grip. I wondered when they knew this and didn't bother to call me.

So I went back to the shop in Duncan. The nice counter guy who'd helped me on Monday remembered me. He took it back into the machine shop and returned, saying, "Come back around three o'clock." I drove home I returned about 1530. The helpful office guy went into the shop and returned with a perfect job on the now-faced faceplate. It looks great. "How much?" "Uhm, \$35, cash." Compared to the \$70 he quoted earlier in the week, this was a true bargain, also compared to the new one that didn't fit. I was profusely grateful.

On Saturday, August 14th, I installed the newly-faced faceplate, and replaced the HX zinc. There was still no flow, nothing.

I re-read all the forum posts on raw water pump flow and priming the pump. The O ring on the strainer mentioned any number of times by Ron Hill in his multiple tech notes on this subject and in the forum post said the O ring was supposed to be square. When we first got the boat in 1998, I cleaned out the strainer and stupidly shook the strainer bowl and promptly dropped the O ring overboard! I bought a replacement O ring at a hardware store, a round one, not knowing back then that it was supposed to be square. Then I remembered that one day in 2018 as I was leaving the marina my friend Len asked if I wanted any of the boat parts he was disposing of, and one piece was

a complete strainer. When I looked it had the proper square O ring. I planned to replace mine with this one. When I mentioned it to Cory, she said "But the round one's been working all these years." True, but I'd had some issues putting the strainer back earlier, so why not give it a try. But only one thing at a time, I thought, why not try priming the pump first.

So on Sunday, August 15th, I went back to the boat. Len was there and he suggested I loosen, not remove, the faceplate, to pop any air out of the system, and then prime the pump. But how? I got creative, loosened the faceplate, heard the pop, retightened the plate and then removed the hose from the strainer at the pump and sucked on it! Hard.

I replaced the hose on the pump. I started the engine. The sweet noise of water gushing reminded me of an old Kingston Trio song, "Old Desert Pete." You've got to prime the pump, you've got the faith and believe..."

Since all threads about raw water pumps, every single one of them, start and end, quite properly, with "It's the faceplate, stupid!" I'm having T shirts made up ... :) I didn't use the square strainer O ring either.

More than a week was spent sourcing a new plate, finding out the hole spacing had been changed by the dumbest factory known to man, told to get it refaced, and the small machine shop said they could do it but neglected to call and tell me they were sitting on it all week. Ended up getting a great "face job" for \$35 cash in an hour and a half in Duncan, nicer folks, too. I'd sanded it but couldn't get it good enough. I'm only now starting to see the humor in

More than a week was spent sourcing a new plate, finding out the hole spacing had been changed, told to get it refaced, and the small machine shop sat on it all week. Ended up getting a great "face job" for \$35 cash in an hour and a half in Duncan, nicer folks, too.

all the travail. Equanimity in the face of adversity is a good thing. :)

Finally, I remembered that back in late July when I was considering what to do next during my *analysis paralysis* period, and right after I had drawn a nice diagram of the entire raw water cooling system and a step-by-step list of Things to Do, Len had asked me if I knew the specific model number of my pump before I called Marine Supply and Trotac. I said, "Sure." Just to double check, I looked through my boat book and found the cut sheet for the 202M-15 Oberdorfer pump. The very next page was a lovely diagram of the entire raw water cooling system and a step-by-step list of Things to Do. It was dated July 7, 2007!!! The last line on that page said "It's the FACEPLATE, stupid!" **-Stu Jackson, #224 Aquavite**

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## CATALINA 28 INTERNATIONAL ASSOCIATION

# Oil Analysis Science or Voo Doo?

C28 Association  
Technical Editor  
Ken Cox

What actually is the value of performing oil analysis and is it really worth the time, effort and money? What does it really tell you as well? Used properly and timely as well as correctly I personally am a believer. Here are reasons why.

Here is what they can test. Engine Oil, Transmission Oil, Hydraulic Oil, Gear Oil, Diesel fuel, Aviation fuels, the list is quite large in fact. I will limit this article to engine oil specifically and to diesels in a marine environment and in our size range.

When you first get an engine, it is not a bad idea to run testing on it. You most likely will have no idea what oil was used for base line numbers but even if contaminants are low, you can still use it as a base line. Should the report come out with a lot of contamination I would

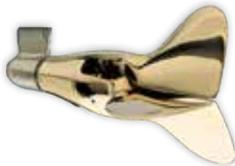
then recommend that you re-test it at the next oil change if not a short cycle oil change. This should give you a good base line for future comparison. If not, and you still have some out-of-range numbers, you can almost be certain that the engine was not well maintained, may be deeply contaminated as well as may have future issues and to me would be suspect for future problems. Your main objective of the initial sample or two is to get a good base line for future comparison.

Most labs provide collection materials for the test. A mid-stream sample is collected into about a 2 oz jar which is then placed into a bag, then a box and thrown into the mail along with a form that you fill out giving a name or unit number, type of equipment, miles or hours that are on it as well as the type of oil that you had in it during that time. In about 10 days the report will come.

The report will give you a large list of what current elements are in the oil. It will also give you the current rated properties of the oil. Now you know how much the oil has broken down from use as well as what contaminants are now in it from the engine. All levels of each that are out of range will be highlighted. It will also give an interpretation of what is going either well or not so well with the equipment. I have also had units that could have their oil change interval either shortened or lengthened. You can visit the website of most labs and see a sample of their report. If you do not like the report format, find another lab. The real value of the tests comes with time, providing you have a good base line, but this is not always needed either. If you do a first-time or one time test and it is high in metal contamination it can predict the impending implosion that may soon follow.



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**CATALINA 28 INTERNATIONAL ASSOCIATION**

Once you find a lab with a report format that you find easy to understand they can give you a large boost in comfort levels and peace of mind as to the life left in your equipment. By the same token it can also forecast future potential issues and prepare for that as well.

There is also a quick test called a blotter test. A drop of oil is placed on a blotter card, let to soak for a pre-determined time and then read. A few years ago, I found some that were great for small equipment and have used them for a long time.

Manufacturers provide cleanliness ratings for oil, and it can be tested prior to usage. This is not needed for our needs as this applies mostly to industrial applications. If your oil comes from a plant is transferred multiple times it can arrive at the service site already contaminated to use. Every time the oil is transferred from the plant to the

bulk supplier, then on a bulk truck or into a barrel etc., with each transfer it is contaminated by the transfer medium. Chances are if you're buying it from a local retailer, it is fine and has only been introduced into a jug for resale. So, if you are getting it from a place that stocks in bulk it will have a higher level of contamination right out of the gate.

**Engine Life**

In following up on a conversation on our group engine life was discussed and many shared the among of hours on their engines. Only a few were over the 1,000-hour benchmark. For diesels that I have owned I have had three that have gone over 10,000 hours, no that is not a typo ten thousand hours.

If you were to tear down an engine with 1,000 hours on it, you would still see the factory machining in the cylinders as well as have probably no taper (cylinder wear). If it has been idled

for hours on end it might have some sooting of the bottom oil ring but that would be about all. If you have used a lot of poor fuel, you may have pitting in the injector nozzles and things like this, but all of these things show poor maintenance not engine wear.

More marine engines are killed by poor maintenance than usage. Water in the fuel, corrodes, erodes and overheats close tolerance parts in the high-pressure injection pump and injectors. Clearance in this pump are down to about 250,000/1,000,000th of an inch, put another way 1/4th of one thousand of an inch. Fuel filters need to be kept clean and to be candid the standard filter is 10 microns; in fuel terms this stops a pig in an alley. I run 2-micron filters. But I will also say I am a lake sailor. If I were offshore much, I would have a dual filter bank, a Ra-Cor with a 2-micron filter as well as a switching valve to swap over to a second filter,



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even if it was a 10 micron spin on to save the expense of another very expensive unit. If it shut down at sea, switch over, bleed it you have to and go on, service the Ra-Cor later. Our problem is we don't run enough to thru put enough fuel to keep it clean. Also add to this that 90% of the fuel pumped is returned to the tank, so the standard system does a small level of fuel polishing already. Again, most of the time plugged filters are not bleeding water off or servicing the fuel system as a whole properly. If the tanks ran a lot of fuel through them there would be no time for things to grow in there. There is also the fact that fuel we sometimes take on board is already contaminated, and we are a step behind to begin. All the more reason for a dual filter for offshore users. The day will come when it is contaminated either by buying bad fuel or it is becoming stale and creating growth (microbes).

The second step to longer engine life is proper oil changes. The proper time span or hours for your usage, every fall or lay up or 100 hours at most. This is like taking your car 7,000 miles between changes. And from the sounds of things few of us get a hundred hours in a season anyway. All the more reason to change ever fall at lay up or off season. If you wait until spring, you have left acids and contaminants to work on the hard surfaces of your engine and eat away at sealing gaskets. Oil is cheap, engines are not.

#### Battery Considerations

In an e-mail earlier this year on the discussion site for a couple of reasons both batts and alternators came up again. First of all, always check for wire resistance and voltage drop. Both decrease operation and reduces charging capabilities. Over times wires will corrode internally, by replacing with a larger wire this gives a larger reserve for corrosion. If it is an 8 ga., when you replace it consider a 6 ga. This also reduces temperatures when charging and increased the duration of maximum acceptance of a charge. While a 75A alternator is about 40% larger than a 55A alternator, the acceptance rate will not change, if anything the higher amp rate will increase the batt temp faster and reduce to potentially less than the 55A alternator. An alternator change along without the supporting electronics will most likely disappoint and only increase costs with little benefit. The charging equipment must have and be balanced with the type of batteries you have on your boat.

The circuitry on our boats lends themselves to be more efficient for battery 1 to be the starting circuit, battery 2, not so much so this would make a better house bank choice unless there have been upgrades. They also came equipped with group 24 batteries. I have upgraded two sized to the group 31. My recommendation has always been to use a group 31 cranking battery for the start side or battery 1, and group 31's in a deep cycle in battery 2 if you have a lot of low amperage draw. I do not so I use cranking batteries in each. If you find inadequate capacity in your house bank you can always add another one in parallel on the bank 2 side. If you add more than one and run them down when used, you may start on #1, then after a few minutes of charge switch to #2 to add to bias the charge to selection 2.

I've ran too long so as always. Fix it fast and sail it faster.

-Ken Cox, Acadia #317

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# Association News

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## Catalina Fleet Rosters

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

### CATALINA 36/375 FLEETS:

**C36/375IA Board Member, Fleet Relations**

byrontobin600@hotmail.com  
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 jennai1@sbcglobal.net  
**#10, Gold Coast (Ventura & Channel Islands)**  
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**#12, Punta Gorda, Florida**  
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**#14, Low Country (S. Carolina)**  
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**#15, Lake Texoma**  
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## CATALINA 4 SERIES ASSOCIATION

### Commodore Message



C4 Series  
Commodore  
CDR John Hooper

The new *Mainsheet* Editor for the 4 Series, Bruce Whyte, has extensive sailing experience. Commenced on Sydney Harbour for about 3 years, progressed to the waters around Hobart for 5 years and over the last 26 years or so has

sailed around the Chesapeake and the Atlantic ICW. As a delivery captain he delivered over 50 mostly Catalina sail boats (C27, 320, 350, 400, 42, 425, 445) to boat shows on the east coast, multiple deliveries for private owners including to Antigua and St. Maarten. In between he sailed in the British Virgin Islands, the Penobscot Bay, the Australian Whitsunday Islands, and a long trip from Reykjavik, Iceland to the Faroes, Shetland, Orkneys, Inverness and the Caledonian Canal onto Oban in Western Scotland. Still much to see

much to visit! He was also *Mainsheet* Editor for the C350 International Association for about 8 years. –**CDR John Hooper**, USCG (Ret), Master, S/V *Liberty*, C400, #136

**Note from *Catalina Mainsheet*:**  
Thanks and fair winds to John Hooper for being the Commodore of the new Catalina 4 Series. Following is his introduction to new Association Editor Bruce Whyte. –*Carol VandenBerg, Editor*

### Introducing Bruce Whyte



C4 Series  
Association Editor  
Bruce Whyte

In the *Mainsheet* Fall 2017 issue, I submitted an article, “Spluttering Maybe Fuel for Thought”. Long and short, we had a wad of absorbent material used for fuel spills jammed into the fuel intake pipe that totally blocked fuel flow, at times.

Crossing the Potomac River in July 21, our engine just died. Would not restart. Checked the filters, fine. Fuel pump, fine. Replaced filters just be sure, nothing happened. After 30 minutes the engine restarted. We motor-sailed back to Reedville and arranged to have the fuel polished as we were convinced it was probably sludge in the bottom of the fuel tank.

After 20 minutes of polishing, the pumps suddenly stopped. The operator checked his filters and found nothing. Started the polishing again only to have it suddenly stop again. He pulled his pump totally apart and found – an old, worn, black fishing lure. We are not fishermen, so it predated us, meaning it had been there for at least 20 months. How in the heck could this happen? And since one such episode is one in a million, what are two? It seemed time to buy a lottery ticket.

Oh, there was no sludge or sediment at all in the fuel tank.  
–**Bruce Whyte**



After 20 minutes of polishing, the pumps suddenly stopped. The operator checked his filters and found nothing. Started the polishing again only to have it suddenly stop again. He pulled his pump totally apart and found – an old, worn, black fishing lure. How in the heck could this happen?

**CATALINA 36/375 INTERNATIONAL ASSOCIATION**

**Commodore Report**



C36/375  
Commodore  
Les Troyer

By the time you get this it will be time to get your boat out of winter storage and get sailing. Before you do – you might want to browse the Catalina36.org web site or visit us on line and checkout what last minute

maintenance items other are doing. We held a board meeting on Nov 11th and reviewed finance and how we are serving our members. The majority felt we need to do a better job and offer our members and potential members more benefits for their dues. The board will be looking into this in the new year. If you have ideas – please share with a board member. **–Les Troyer**, [leslie@e-troyer.com](mailto:leslie@e-troyer.com)

We held a board meeting and reviewed finance and how we are serving our members. If you have ideas – please share with a board member.

**CATALINA 34/355 INTERNATIONAL ASSOCIATION**

**Secretary's Report**



C34/355  
Association  
Secretary  
Stu Jackson

C34IA Membership remained steady at 508 from last quarter's 508, and includes a new high of 34 C355s.

Our sixth winter here in British Columbia comes upon us as no surprise. Easy to say now, but the first few taught us about the travails

of country living: The one tree BC Hydro manages to miss in their spring cleanups always manages to “get” the remaining power line to our three kilometer stretch of two lane blacktop. The now-regular power outages have been accompanied by snowfalls of more than mere dustings. In the 25 years we'd been visiting here before we moved, we rarely saw snow, now it's become a regular winter feature and many times more than once a year. The propane boat heaters get moved to the house before Halloween. It's good to have a boat to keep your house warm.

Another multipurpose tool I've found is a pressure washer. I was reading cruisersforum one day in November, and came across a thread about them. A Catalina 34 owner, c34shamrock, from Erie, PA with a

Mark II, wrote: “I use a HydrosHOT, works surprisingly well. As I'm in fresh water only need to throw the pick-up overboard. Uses very little water. A couple of 2 liter soda bottles will do the topsides.”

He also posted a link to the website of the manufacturer. I clicked on his link and was intrigued by the portability of this machine. The design concept with the rechargeable battery is just like a weed whacker we got a few years ago and that works just great.

I read the comments and questions in the online FAQs, and I was intrigued about the lightweight and relatively safe pressure of this particular unit compared to the industrial grade units. So I looked at my usual suspects, i.e., local hardware stores, and Canadian Tire actually had a bunch of them and on sale, too! A pleasant surprise, the price was comparable to the manufacturer's sale price and they were in stock, an unusual occurrence for us here at the end of nowhere. I am now actually looking forward to springtime boating. Last year my knees said: “Never Again, Bozo!” I'm advised that it should also be used around the house. Multipurpose indeed.

Our wintertime now includes additional hobbies beyond merely waiting for the boating season to get underway again. My birthday brought a new locomotive for my model

railroad. I ordered it from a hobby shop that specializes in European rolling stock, albeit the day after a major Atmospheric River wreaked havoc on the interior of BC, wiping out roads and rail lines. I also finished ballasting the rest of the track that I hadn't finished when I put the layout into storage in 1990. By the time you read this in February, I will have been back at it for just a year now. Tracks cleaned, many broken bits & pieces repaired and replaced, and back again to start being just fun. I've actually begun to think of scenes to be able to develop as I finally do some real scenery.

The other fun winter event is the return of curling. It's a pleasant sport to watch and is covered well by the sports network here. There was an entire week of men's and women's Olympic trails. The women's winners were determined on the last stone of the last game, like “bottom of the ninth, two outs...” There is also a team from the USA who did well earlier in the year in the international competition series. Winter can be fun I keep telling myself.

Trust you remained safe and enjoyed your 2021 season, and planning for a fun-filled 2022. And, as always, many thanks from all of us to all of you for supporting the C34IA. **–Stu Jackson**, #224 *Aquavite*

## CATALINA 320 INTERNATIONAL ASSOCIATION

### Farewell Y'all



C320  
Commodore  
David Allred

This is my final article as the Commodore of the Catalina 320 International Association. After almost five years and some 19 articles (if my memory and document storage device serve me well), I am passing

the torch to someone else, although as of this writing, that person has not yet stepped forward. In keeping with the general nature of most of my articles, I have a story about *Romance* and my continuing struggle to do the right thing by her while avoiding as much physical pain as possible in the process

(I long ago gave up trying to avoid embarrassment and chagrin). Fittingly, it involves wrapping things up for the year.

As I mentioned in my last article, this was a year of little sailing for my wife and me. As the days grew shorter and cooler, I found myself with a full tank of diesel which was almost a year old and in need of being replaced before it outlasted the fuel stabilizer I added last year. I have had lawn mowers gummed up with old gasoline and I did not want to take any chances with my faithful Yanmar 3GM30. My first thought was to simply get out on the Chesapeake and motor for the time necessary to burn the fuel. However, as I computed the time necessary to accomplish that goal, given the Yanmar's miserly fuel use, and how boring it would be, I decided a better solution would be to empty the

tank with some sort of pump or syphon device. I found just the ticket for \$11.95 on Amazon.

A few days later, I took my twelve dollar collection of plastic tubes, bellows and attachments to the marina along with two big fuel containers. I was ready to fix this excess fuel problem in an hour or so on a nice Tuesday afternoon. Unfortunately, when I had assembled the make-believe pump/syphon device, it would not even reach from the fuel opening on deck through the fuel hose to the fuel tank. Exploration and innovation were clearly in order.

I lowered myself into the port stern lazarette and snaked my way around the steering mechanisms toward the starboard lazarette. The closer I got, the more difficult the body maneuvers became. Limbs that usually worked well

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**CATALINA 320 INTERNATIONAL ASSOCIATION**

with the joints I was blessed with at birth ceased to be adequate to reach the parts of the fuel tank I needed to reach. New contortions befitting a carnival sideshow were required. I advanced inch by inch, painful twist by painful twist, closer to my goal. About forty-five minutes into this torture, I found myself stuck.

I could not go forward or backward no matter how I moved. I stopped trying. I thought of yelling for help, but it was mid-week and I had not seen a single soul on my dock. I imagined my dockmates discovering my body days later and wondering how anyone could

be so stupid. But, being an optimist, I also looked at the positive aspects of my predicament. I had used the bathroom when I first got to the marina. I was neither hungry nor thirsty. My life insurance policy was paid up. I had led a relatively long and satisfying life. And, in the event of disaster, I was wearing clean underwear.

Time passed. I began to make the tiniest, slowest movements possible—barely more than mere thoughts. Agonizingly, I began to move backwards. Twenty of the longest minutes of my life later, I was free. Motoring around the Chesapeake over

the next week or so was an unexpected joy. It's all a matter of perspective, I guess.

In conclusion, it is great to have *Romance* put away for the winter with new fuel and the promise of new adventures next year. It has also been an honor and a privilege to serve as Commodore of an association that has such a terrific membership and such remarkable fellow officers. As Commodore, I never once thought I was stuck. Thank you for letting me serve as Commodore and especially for abiding my stories in *Mainsheet*. —David Allred

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### Winter Musings



C310/315  
Association Editor  
Gary Hattan

As I write this, winter is laying in wait, slowed down by an unusually mild December, but waiting nonetheless, ready to pounce with its bone jarring temps and ferocious winds that roar down across Lake Michigan

and dump white snow from gray clouds. Time for the snow birds to load up their SUVs and head south. That includes us. Although I don't hate the midwestern winters, the other half of this relationship does. So we go. The last few years included South Africa, Costa Rica and Arizona. 2022 will be the year of the parrot in Key West, FLA. Actually, I really am looking forward to going to a place where I don't have to wear socks anymore and down feathers are on ducks, not in jackets.

*Mischief* has been resting on her cradle for weeks now, shrink wrapped and deep in slumber. However, I have spent many waking hours thinking of next spring and what I need to do to keep her in fighting shape. Her bottom could use a coat of paint and I have to figure out a way to keep the air conditioning water intake from getting choked with junk. Otherwise, she is good to go and itching to sail off to a new adventure like a horse wanting to run with the wind. Actually, I don't know anything about horses and for all I know they prefer eating hay and the occasional stud service to galloping but I like the analogy.

Already we are making plans for when the weather turns warm. Last year we aspired to take a week or two and explore the eastern shore of the big lake with visits to Traverse City and Beaver Island. This year we might actually make it. Coastal cruising is great fun and we still have many ports of call to explore. At some point, I am going to have to do a thorough examination of all the systems from the bilge to the battens. Which brings me to an idea. What if we had a Sailors Project Day? It would be a sailing season preparation



and troubleshooting event. It could be hosted by the marina and local sailors to assist those of us less experienced and needing some guidance; not just to get fixed but to learn how to fix. Think of it as sailors helping sailors. I hope this idea catches on in other places. What a great way to promote sailing!

The Catalina 310 is a remarkable boat. When I look back at my decision to buy it, I still pat myself on the back. It is the perfect boat for a couple. There is a lot of boat packed into 31 feet which is both a benefit and a drawback as I see it. Some of the spaces are tight for working but that is my only complaint. Also, I often wonder if I would be happier with an in-mast furler for the mainsail instead of the stack pack and lazy jacks. I know there are advocates for both sides. Of course, an in-boom roller system is a possibility as well. I would be curious if any of you have any

experience with one. I know it requires an expensive retrofit as well as a new main. On the same subject, I noticed a product advertised in a magazine called a C-Boom Furler. It is an device to attach to the mast just above the existing boom. The inventor, Steve Clement, is an endocrinologist who came up with this idea in his spare time. It seems like a great idea for an older boat to eliminate going up to the mast to raise the main. It is a lot less expensive than an in-boom furler and might have some advocates in smaller cruisers.

Well, It's time to start packing the shorts and flip flops, load the golf clubs and folding ebikes into the minivan and set the GPS for Key West and other waypoints south of the Mason- Dixon. Oh yea, let's not forget the fishing gear. I hear yellowtail and snapper are abundant down there in winter. **-Gary Hattan**, gfhattan@gmail.com, *Mischief*, C310 #191

The Catalina 310 is a remarkable boat. When I look back at my decision to buy it, I still pat myself on the back. It is the perfect boat for a couple. There is a lot of boat packed into 31 feet which is both a benefit and a drawback as I see it. Some of the spaces are tight for working but that is my only complaint.

**CATALINA 22 NATIONAL ASSOCIATION**

**Commodore Report**



C22  
Association Editor  
Rich Fox

I would like to make a correction to the Fall *Mainsheet* by identifying Talbot Wilson of Pensacola, Florida as the author of the very nice feature article about Catalina 22 National Championship Regatta, pages

18-20. Thank you, Talbot.

The Catalina 22 National Sailing Association and the Fort Walton Yacht Club are pleased to announce the 2022 Catalina 22 National Championship Regatta to be held the week of June 18 to 23, on Choctawhatchee Bay in Fort Walton Beach, Florida. The Notice of Race and Sailing Instructions are available at [www.catalina22.org](http://www.catalina22.org). Our hosts for the 2022 National Regatta is Fort Walton Yacht Club (FWYC). FWYC is a gracious host to the Catalina 22s, having hosted the National Championship in 2001, 2009,

2013, and 2016. FWYC knows the Catalina 22 class and they are providing a PRO, Hal Smith, who has been the PRO for many of our local, regional, and national level regattas. Not only has Hal Smith proven to be a very knowledgeable PRO for the Catalina 22s, but he is also a past Catalina 22 National Champion as well with a long history of being a part of the Catalina 22 National Sailing Association.

This year's National Championship Regatta marks the 50-year anniversary of the first Catalina 22 nationals held the weekend of August 19-20, 1972. The event was the California State Championship held in Channel Islands, California. Catalina Yachts referred to it as the Nationals.

There is more to sailing a Catalina 22 than racing. Check out these upcoming week-long Catalina 22 cruising events.

Mike Bracket and Fleet 130 announced their plans to host the 2022 Catalina 22 Great Lakes Cruise the week of June 26 to July 2 to sail around the Western Lake Erie Islands. The Lake Erie Islands, site of the Battle of Lake

Erie where Commodore Oliver H. Perry said the famous words "We have met the enemy, and he is ours!" We will visit Kelleys Island, Middle Bass Island and Put-In-Bay where there is a wonderful monument dedicated to the Battle of Lake Erie. Our plans are still under development for a starting and ending point. But whatever option is finalized, Cedar Point Amusement Park is very close by, and a great family stop either before or after the cruise. More details will be forthcoming in the Spring 2022 issue of MainBrace. If you are interested in joining the cruise, please drop a note to Mike Bracket at [gunsmoke9150@comcast.net](mailto:gunsmoke9150@comcast.net).

Catalina 22 National Cruising Captain Stuart Weist is excited to announce the 2022 Catalina 22 Apostle Islands Cruise scheduled for the week of August 22-26 on Lake Superior, Michigan. The cruise will depart from Bayfield, Wisconsin and let the weather plan the course as we weave our way through the Apostle Islands National Park. For more information, please contact Stuart Weist at [svlakeshark@gmail.com](mailto:svlakeshark@gmail.com). **-Rich Fox**



Choctawhatchee Bay, Ft. Walton Beach, Florida

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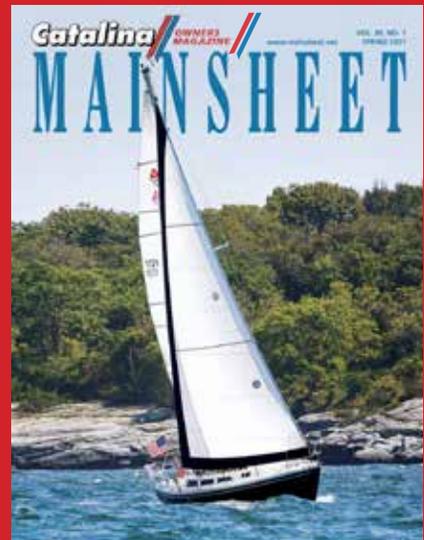
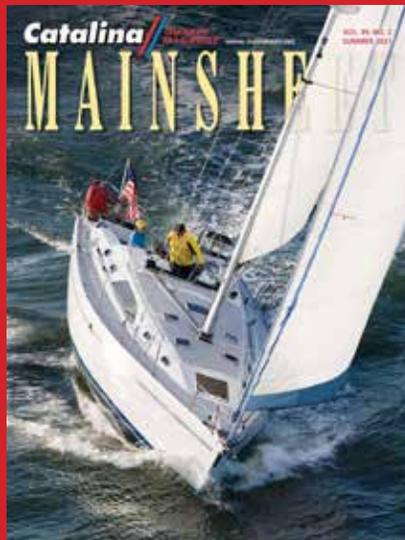
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Frank Falcone, past Commodore of the Catalina 400 Association, is the skipper of *Silver Eagle*, Catalina 400, MkII, hull #247.

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