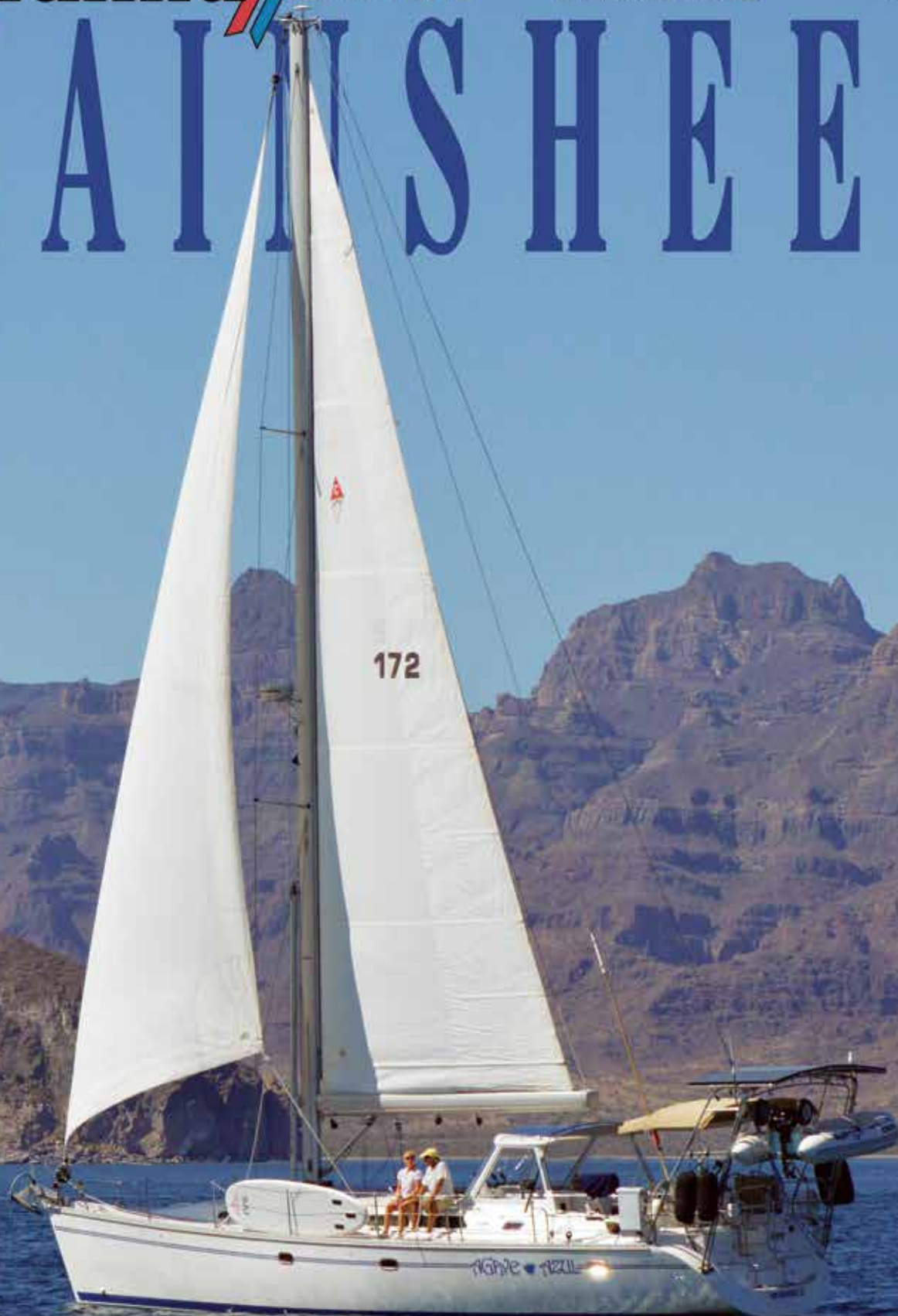


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VOL. 35, NO. 3
FALL 2017

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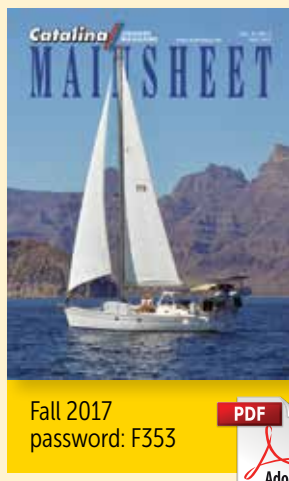
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PUBLISHER / EDITOR MESSAGE

In This Issue

Now that Spring and Summer have come and gone, this issue has numerous sailing experiences to explore. This also equates to not being able to get everything squeezed into our allotted pages. If your story did not make it, have heart – the Winter and Spring issues often have plenty of room. *Mainsheet* is written for sailors by sailors, Catalina owners, but can be enjoyed by everyone who loves adventures on the water.

One adventure, that hopefully is a successful one – Anchoring – can be a bit tricky and sometimes disastrous, is covered in two separate articles. Both are great examples of things that can often go wrong. Bill Martinelli, C470 commodore, covers a host of examples in his article, "Thinking About Anchoring," page 12. I would venture to say most of us have experienced some of his examples and the same problems. Our C400 Tech Editor Olav Pedersen also has some good advice for avoiding unpleasant situations, page 23. Anchoring is probably one of the most overlooked sailing skills that must be obtained, and experience is a great teacher.

Avoiding major or minor anchoring problems is one thing, but our Safe Journey column, "The Salvage Claim at Main Street Bridge" page 10, is a horror story to end-it-all tale of the worst possible outcome, losing your boat completely.

Please don't get me wrong, this issue isn't all about disasters, there are plenty of happy endings to read about and wonderful stories of interesting places. We like to cover all the bases and keep pace with all aspects of the Catalina sailing world. It is another great issue, enjoy!

–Jim Holder

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ABOUT OUR COVER:

Photo by Julie Lynn Olson. Catalina 470 *Agave Azul* #172 owned by Robin and Kathryn Weber, Ventura California. Photo taken in the central Sea of Cortez, near Loreto BCS Mexico 2016.

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Last Issue:

The warm, July sun's rays reflected across the marina waters' surface, scattering and twinkling on the wavelets like tiny jewels, as a slim and graceful 25-foot Catalina sloop gently tugged at her mooring lines, feeling snug and secure in her slip.



"I wonder if anyone will see my For Sale sign today", she sighed. "It's been so long since I had anybody on-board, the spiders are taking over my entire rigging! Eww!" she shuddered slightly, and her halyards slapped gently against her mast.

"are ... are you going to buy me?"

Shocked, Ole looked around wildly: "Who the heck is talking?" Geez, it must be my meds! I'm hearin' voices!"

"No sir, it's me! The boat ... um, your boat? The one you are going to buy? I hope? Please!"

A tinge of panic now crept into the voice in Ole's head.

"Please! Buy me! I'm so lonely! No, No! Don't let g ..."

Change of Course:

The Boat Whisperer

By Al Corson • 1982 Catalina 25, SR-SK • Pualani Nui • Dale City, VA

CURRENT? WHAT CURRENT?

Ole came puffing down the dock ramp, carrying the new Minn Kota Traxxis 80 24-volt electric trolling motor he hoped would be a suitable auxiliary motor for *Pualani Nui*. Earlier, he had tried a less expensive 12-volt Minn Kota Endura 30, but the results were not very satisfactory. The Admiral came close behind, pulling a dock cart with two brand-new fully-charged 12-volt deep-cycle marine batteries inside.

"Here y'go, *Pu!* Let's see how well this motor moves you, 'kay?" Ole carefully stepped on board with the motor, and headed for the stern. Ole took the two batteries from his wife at dockside, one at a time, and stowed them in the aft port fuel locker, wiring them in serial for 24-volt operation. *Pualani* spoke with excitement in her gentle, liquid voice, "Oooh! Cool, Skipper! A 24-volter, right? Betcha' I can make some knots with that one on my stern mount!" "We'll see, sweetie-boat, just let me get this thing rigged up ..." Ole muttered to himself, as he mounted the motor on the outboard bracket, and attached the power cable to the batteries. "All right! Time for a smoke test ..." Ole sat down in the stern, reached over, and twisted the throttle on the Traxxis.

Nothing!

"What the ... ??? Ah, nuts! The motor won't turn! Must'a fried the controller! Hah! I'll show you, you wascaly wabbit, take this!" (Ole said to himself, as he went below, retrieved the smaller, older Minn Kota Endura 30, demounted the recalcitrant Traxxis, mounted the Endura, and reconfigured the 24-volt serial battery set to dual battery 12-volt parallel configuration). Now re-powered with the older motor, *Pualani*, Ole and the Admiral slowly powered out of the marina and into the calm waters of the Potomac River, shut down the motor, raised sail and sailed blithely downstream.

They enjoyed a nice leisurely broad reach for the first hour, with 5-knot winds from the Northeast, flying a light gennaker for the first time of the season, with the Admiral ooh-ing and ahh-ing at the nice pretty colored fore-sail. She cheerfully served up bag lunches in the cockpit for all as they sailed.

Ole said, "OK, honey, time to head home." About they came, and ... the wind started shifting, then died! Ole said cheerfully, "No problemo, lets fire up the Iron



Wind," and lowered the Minn Kota down into the water. 30 minutes later the Admiral piped up: "Babe, we're not moving." Ole replied, "Eh? Motor is motoring, sails are, uh, flapping but pulling a little... DRAT! We're fighting a current!" Ole slapped his forehead, now sunburned from too long exposure, and started whistling. ("Maybe the old sailors' tales are true, I can whistle up a wind...") The Weather Gods smiled, and the wind, now from the South, picked up slightly, and *Pualani* started to make headway (2 knots Speed Over-Ground, according to Marine Navigator Lite on Ole's cell phone).

For the next three hours, Ole, the Admiral and *Pualani* crept back upriver, sail and power, with the Admiral periodically threatening to call BoatUS for a tow. Finally, the marina hove into sight! Ole sighed with relief and said, "OK, time to drop sail, and head into the harbor. Honey, take the tiller, and I'll go forward and drop sail."

Unbeknownst to Ole, *Pualani Nui* had become just a little jealous of all the attention focused on the Admiral, and not her! As the Admiral took the tiller, she sat too far back in the cockpit, with the split-backstay METAL yoke right at the level of her cute little nose. Something caught her eye to port, she turned her head too fast, and WHAM! In the meantime, Ole was up forward, dropping sails and noticed that the boat was veering off course. "Honey, a little more to port, please... honey? Babe! (He looked aft



to see an empty cockpit!) “Honey, where are you???” A weak voice answered him from down in the cabin, “I’m down here, fixing a nosebleed.”

Ole scrambled back to the cockpit as fast as he could, and brought *Pu* back on course for the marina entrance. However, in all the excitement, he forgot to raise *Pualani*’s swing keel. As they motored inside the marina entrance, *Pualani* glided to a gentle halt, with the poor little Minn Kota valiantly thrashing away. “Oy Vay! We’re aground! The keel! Baby!” The Admiral made a herculean effort to get up, with blood still trickling down from her abused nose. She grabbed the keel winch crank, attached it, and raised the keel. *Pualani* gradually gained way, and slowly glided past all the suppressed smirks of the other boat owners in the marina. Ole, the Admiral, and *Pualani* finally tied up at her slip, and all heaved huge sighs of relief.

THE CAPTAIN’S MAST

The sky was deep blue without a cloud in sight, and only the slightest of breezes gently ruffled the water’s surface as Ole stepped off the marina slip’s finger dock and boarded his nautical companion, *Pualani Nui*, a Swing Keel, Standard Rig, Catalina 25. Ole could feel the sweat begin to roll down his back and soak his t-shirt, as the oppressive heat and humidity of the Potomac River July day closed in around him like a hot, moist blanket.



“Dang, it’s hot already, and it’s only 10 in the morning!” he grumbled, then remembering why he was here, continued; “Aloha, sweetie-boat! Still afloat, eh? Good girl!” Ole heard the soft, liquid voice of his boat reply, “Aloha E, Skipper! Welcome aboard! Hardly any rain since you last boarded sir, so my bilges are really dry for a change. Please open my hatches, I am roasting to death in this sun!” Ole replied, “I’m on it lassie, just hold yer ‘taters ...”

The Old Salt unlocked the cockpit lazarette, the companionway hatch, and removed the weathered hatch boards, gently stowing them down in the cabin off to one side. His arthritic knees protested as he descended the companionway steps into the cabin, then made his way forward to open the fore-peak hatch.

“There, that should get some circulation going, lassie.” Ole said, as he slowly made his way back to the dinette seats, and lowered his body down behind the table, knees still protesting his every move. “Skipper, I heard that groan! Are your knees still bothering you?” A tinge of concern colored *Pualani*’s gentle voice in Ole’s head. “Ah, nothin’ a spray of WD-40 wouldn’t fix, or better yet two fingers of Jack Daniel’s Tennessee Honey!” Ole chuckled, as he settled himself on the dinette seat, and reached for *Pualani*’s logbook. Ole’s voice grew serious, and cleared his throat as he began writing in the logbook; “Ahem! *Pualani Nui*, I am hereby

convening a Captain’s Mast, to address certain unacceptable behavior on your part, observed during last month’s sail with the Admiral on-board.” “Eep!” a soft gulp was all Ole heard from his boat, as he continued to scratch away in the logbook.

Ole sighed, and relaxed his tone of voice: “*Pu*, you smacked the Admiral right upside her nose with your backstay tensioner yoke, causing her to go below to staunch the bleeding! Also in the ensuing confusion, you hit her shins with your companionway steps, not once but twice! Lassie, what got into you? I thought you liked the Admiral...” Ole could hear the tremor of imminent tears in *Pualani*’s voice as she replied; “S-s-Skipper, I didn’t mean to hurt her, it’s just ... well... You love her more th-th-than ... ME!” She burst into tears, sobbing so loud in Ole’s head that he thought a thunderstorm had suddenly broken out. “Ah, nuts! Come on, *Pu*, shut off the waterworks! Those crocodile tears won’t work with me! And oh by the way, I love you both, just in different ways!” Ole could hear *Pualani* choking back the tears, as she sniffled; “you do? Oh, Skipper! I - I love you, a - and the Admiral too!” Ole smiled gently, then the tone of his voice sharpened again: “That is all well and good, but shipboard discipline must be upheld here. Ahem! *Pualani Nui*, it is the judgement of this Court that you shall remain in your slip this weekend; no sailing for an entire week.” “Aww, Skipper, com’on! Can’t we ...” Ole cut *Pualani* off with a gruff “AHM! And what is the correct response, young lady boat?!” *Pualani* gulped, and replied softly, “Aye-aye, sir.”

Ole softened his voice again, and said: “besides *Pu*, I can’t be out in this heat. Doctor’s orders, no stressing my heart. After the attack, the stent and the remaining 40 percent blockage, I can’t handle high heat and humidity any more, like I could 20 years ago. I have to face reality, lassie, I ain’t as young as I used to be. I’m strictly a fair, um, cooler-weather sailor now.” Ole snapped the logbook closed; “ok, *Pu*, it’s time to button you up.” *Pualani* replied, with gentle love in her voice; “Aye-aye, Skipper. I miss you, the Admiral and your sweet little First Mate grand-niece. I will be here, whenever you can come sailing on me. Please rest, and get better, Skipper.”

Ole sighed, and began to secure his beloved sailboat, carefully closing the hatches and fastening all locks.

Ole stepped off the boat, walked slowly to her bow, and placed a gnarled but still firm hand on *Pualani*’s bow pulpit.

“*Pu*, sweetie-boat, I promise we will get some quality sailing time in this fall, as soon as the heat breaks. You hang in there, and

(continued from previous page)

stay afloat, hear?" "Aye-aye, Skipper! Will do. Aloha and a hui hu, Skipper. Come back soon."

Echoes of *Pualani's* soft voice slowly died off in his head as Ole made his way slowly

back up the marina dock ramp, stopped at his big GMC truck "Tater's driver-side door, and looked back.

"Soon, God willin' and the crick don't rise..."



About the author:

Al Corson and his wife (AKA "The Admiral") Bernadette currently reside in Dale City, Virginia, close to their sailboat's berthing at the Quantico Marine Corps Base Marina. Al is a computer systems senior engineer working on IT contracts for the Defense Health Agency's Military Healthcare System. *Pualani Nui* (Big Heavenly Flower) is a 1982 Catalina 25, with a standard rig, swing keel, dinette cabin and funky little Nissan 5 hp outboard that *Pu* constantly fusses at. Al's sailing experiences started when he was a teenager, on Lake Wallenpaupack in the Pocono Mountains of Northeast Pennsylvania. His Dad taught him how to sail in a little plywood Blue Jay, moving up to an O'Day Mariner, then finally graduating to the family's 22 foot Herreshoff Eagle. Military service intervened, and Al had to wait until retiring from the USAF and dealing with some rocky life experiences before he could resume his sailing. He has been sailing for 2 years now, constantly learning new things from his unique relationship with his sailboat, *Pualani Nui*.

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Safe Journey:

The Salvage Claim at Main Street Bridge

By Michael and Robin Mangione • *Sea Change* • Catalina 380/385/387/390

November 2016 found us enjoying the cruising life on the Ortega River in Jacksonville, Florida. Passing the new high rise Sister's Creek Bridge, Robin steered *Sea Change* into the increasing flood tide of the Saint Johns River.

The speed over ground increased a couple of knots as we felt the ocean's influence on the river. The knot meter happily showed our progress with speeds in the low eights as we dutifully watched for shipping traffic on the busy river. Our destination was the Ortega River Marina in Jacksonville. Located just south of historic Avondale, it's a small community with loads of charm. Our plan was to make it our home base for the next few months.

The Main Street Bridge in downtown Jacksonville seemingly needs more maintenance than other bridges. When the schedule isn't restricted for maintenance, sporting events at the nearby stadium often dictate its opening schedule. This Saturday in November was no different. After getting a late start, we hadn't a hope of making the noon opening at Main Street, so we set our sights on making the 3:00 p.m. opening. Our plan was to dock for several hours or even overnight at the Metropolitan Marina, a mostly free marina in downtown Jacksonville. As we motored upstream on the river, we monitored channel 9, and hailed the bridge tender. We were just under an hour travel time to the bridge when we learned that the bridge had not started its noon opening. Prior to opening the construction crew needed to remove equipment from the bridge deck. Later we learned that the bridge crew was actually on an extended lunch break.

As you get closer to downtown Jacksonville, the normal 2 knot current increases to nearly 4 knots as the distance between the banks of the river narrows to less than a quarter mile. The constricting banks and the river current help scour the bottom and depths also increase from 20 feet to nearly 70 feet. The

current, narrow steep banks, and increased ship traffic, reduce maneuverability considerably. Going up river with the current pushing you along compounds the situation. Many bridge tenders prefer boats to remain close to the bridge to facilitate passage minimizing the delay to the waiting motorists; this sets up a potential for problems for the unwary few.

Most boaters who live around opening bridges know the routine; hail the bridge tender, join the 'holding pattern', and begin to make circles until the bridge tender mercifully opens the bridge. Then apply maximum RPMs and quickly navigate through the opened bridge.

The Main Street Bridge spans the Saint Johns at its most narrow point. Downtown shops, restaurants, and attractions line the river. Free docks line the river making this a great destination for lunch or overnight dockage. At 1 pm on this November day, there were 3 sailboats, a mega yacht, and several small pleasure craft on the river. All were waiting for the bridge opening and jockeying for position while maintaining a safe distance from one another. One of the sailboats in queue was Island Kea. Island Kea is a British flagged, 50 foot custom raised salon sailboat.

We heard them on the radio as we approached stating they had developed problems with their steering and were warning all to be aware. They had been circling for nearly two hours waiting for the bridge to open. As we approached the bridge, we heard Island Kea on the VHF indicate that the rudder was jammed and they were unable to steer. We briefly considered a rescue attempt with *Sea Change*. Rescue attempts would have placed us bow to bow with Island Kea and less than 50 feet from the bridge. We would have been forced to use reverse to attempt to tow them to safety. Without much maneuverability in reverse and due to Island Kea's proximity to the bridge, we quickly decided that we would be unable to assist without putting ourselves in a potentially dangerous situation. Instead, we switched channels to VHF 16 to

notify the Coast Guard of their situation but discovered another nearby boat was in the process of making the mayday call to the Coast Guard.

Feeling helpless, Michael picked up the camera and began taking photos of the incident as it unfolded before our eyes. Robin smartly turned *Sea Change* so that he could take unobstructed photos. (Author's note: On fair weather days, we keep our camera in the cockpit while underway) Admittedly Michael felt guilty for taking photographs of another boater's mishap. Nevertheless, that afternoon found him snapping nearly 50 photographs with our digital SLR. It would be sometime later that we would learn that these photographs would play an integral role in Island Kea's ability to continue to cruise.



The Main Street Bridge in Jacksonville, FL

Island Kea, lacking the ability to steer in the current, was quickly being pushed into the unopened bridge. Over the noise of the radio traffic and our engine we could hear the sickening crunch as the mast and rigging of Island Kea began raking down the bridge. Bridge construction workers were peering from above as Island Kea made several impacts with the mast and rigging. Later we would learn that Marcus, at the helm of Island Kea, was using his bow thruster to maintain some steerage. Using engine power, prop walk, and the bow thruster, he was able to tie along the bridge's fender system. A well placed spring line kept Island Kea from being completely dragged under the bridge by the river currents. Had they been unable to tie to the bridge's fender system the current would have easily swept the boat under the bridge increasing the risk of a partial or complete demasting.

Within a few minutes, a towing company and local law enforcement arrived. The Coast Guard, apprised of the stabilized situation, discontinued their response. Island Kea was towed from the relative security of the bridge's fender system and secured along the sea wall.

The Main Street Bridge tender lifted the span and *Sea Change* along with another sailboat swept through with the increasing flood tide. Motoring for another hour we reached our new "home" port on the Ortega River but this is not where the story ends.

You see, we'd posted Island Kea's photo and brief story about their misfortune in a trusted Facebook group page. The photo and brief write up were to serve as a reminder that even on the nicest of boating days things can go wrong quickly. The Internet community's response was alarming and disheartening. Clearly everyone had an opinion on how this situation could have been avoided. There were off topic questions: why weren't they displaying the proper American flag from the starboard spreader? (They were.); There were comments asking about why they failed to quickly deploy an anchor, (there simply wasn't enough time to react); there were comments on how they should have been prepared for the opening and been on time (they were an hour early for the noon opening); there were even comments on unfurling the sail. There were also a few positive comments from sailors with firsthand knowledge of the area. But, mostly the comments were cruel. It was appalling that a normally tight-knit boating community would quickly turn on a fellow boater with such disregard and abandon.

Extracting the time-stamp data from our photographs clearly showed they had less than 1 minute from the declaration of an emergency to actually striking the bridge! Clearly, there was no time to deploy an anchor especially in such deep water. The strong river current had pushed the sailboat dangerously close to the bridge limiting options for getting out of this situation quickly.

A couple days before Christmas, I received a strange, slightly cryptic Facebook message. Instead of a Nigerian Prince asking my assistance to gain access to his riches, it was Marcus and Margie's son, Dan. It seems that he'd seen my post on Facebook, noted that I'd defended the ill comments made toward his parents, and most importantly, wanted to know if we had taken any more photos.

It seemed the tow company that had assisted Island Kea and towed them a few hundred yards to the wall had placed salvage rights on the boat. Marcus and Margie, unfamiliar with salvage laws, had

They had been circling for nearly two hours waiting for the bridge to open. As we approached the bridge, we heard Island Kea on the VHF indicate that the rudder was jammed and they were unable to steer.



The Island Kea in distress

accepted the tow but the company claimed rights to their boat. Like many cruisers, they had sold everything they owned to buy their boat and cruise. Like us, their boat was their home. Furthermore, signing the paperwork just moments after the incident, adrenaline still pulsing in their arteries, neither thought to read the fine print. Later that day, another tow company with whom they had purchased a membership agreed to tow them to the marina where *Sea Change* was docked. Unbeknownst to us, Island Kea was docked a few hundred yards away.

Through their son we were placed in contact with Island Kea's owners, Marcus and Margie. They were visibly depressed and were told the tow company would own the boat after a short legal battle. The good news is they were able to use the time and date stamped photos that we had taken coupled with a good maritime lawyer to negotiate the eight minute, two hundred yard tow down to a mere \$2,000 instead of rights to their home, the Island Kea.

We learned many lessons from this unfortunate event. There are too many to enumerate here, but some too important not to share: don't sign paperwork under duress and take photographs. It's important to note that many boaters use a tablet as an adjunct or as a primary chart plotter; therefore a camera is readily available. Practically everyone has a camera equipped smart phone. Both of these devices readily geolocate and time stamp photographs. As demonstrated, photographs can help other boaters. Finally, when you post on the internet, be kind.

Michael and Robin Mangione have owned *Sea Change*, a Catalina 380, for 7 years. They have lived aboard for 3 consecutive years. They have cruised over 5000 coastal miles primarily on the Eastern Seaboard and Gulf of Mexico. They are active contributors to the association discussion group. Email: SeaChange380@gmail.com

View from the Bridge:

Thinking About Anchoring

By Bill Martinelli • Commodore • C470

While *Voyager* lies at a small fishing village 45 miles north of La Paz, Mexico, I am thinking about anchoring. We arrived yesterday to stay ahead of a weather front. The GRIBs were showing 15 kts from the west, admittedly not much but after you've been here awhile you learn to double the prediction. We had something like 12 neighbors ranging from 30- to 62-ft. monohulls, two cats, and a couple 30-100 ft. motor vessels. Everybody hiding out from approaching weather.

The Sea of Cortez this year has had massive amounts of grass on the bottom that makes hoisting an anchor something of a harvest. Boat poles are employed to push, shove, and cajole green balls off ground tackle.

About 11 last night the wind hit 30 kts. Next, we hear horns blowing. Deciding that maybe something was happening I dragged my behind out of the sack to take a look outside. A dock neighbor from La Paz with a 60-ft. sport fisher was dragging down on a couple of sailboats. Usually not a big problem except everybody was aware except the sport fisher. Don't know what the story was, (maybe watching a loud action movie?). Finally they got on deck and their stern was just about to touch the bow of a sailboat.

The power boat could not motor forward until they were sure the sailboat's anchor chain was clear of their twin 40-inch props. Meanwhile they were dragging/drifted down our friends on a Valiant 40 and a Hylas 54. To say there were some anxious moments is an understatement.

Once the sport fisher got fired up, crew went forward and retrieved the anchor, but could not reset it since it had harvested a bushel of grass. So, the owner backed himself out of the fleet to clear his anchor. At first this made for several panicked radio transmissions until folks realized what he was doing. We've also watched this owner maneuver his boat numerous times in our marina. I would put money on him being able to parallel park this beast on a busy New York street.

Everything came out well without any damage except for maybe one guy's ego. After the horns and search lights to get the attention of the dragger, we all got our deck lights on so boats that needed to maneuver could find their way through the fleet. Most cruisers here have added lights down low so panga fishermen can see our vessels while they zip along. One really nice thing down here is most everybody is experienced and anxious moments are few and far between.

More on the abundance of grass. When we arrived yesterday we dropped the anchor in 25 ft. of water and let out 125 ft. of chain; and did not stick it! While hauling it back up I was expecting the grass, I got that PLUS an old tarp maybe 8x10 feet. Fun! Probably blew offshore during a tropical storm. We slowly motored out of the harbor where we stopped the boat and pow-

ered backwards to get the mess off the anchor and sink it in deep water. I realize some of you might think we should have recovered this, and in a perfect world I would have, but something that large and full of mud and who knows what else was more than I was willing to injure myself for.

Went back in and tried to set the anchor again, didn't work again! This time it came up with a more grass and a beer can impaled on the point of our Rocna. The anchor really needs the pointy end clear to go into the bottom. A 12 oz. Pacifico can kind of defeats the anchor design. When I do come up with a massive amount of grass or really sticky San Francisco mud I have a 1200 psi fresh water pressure washer installed in the bow to clear it off. It only uses 1/3 gallon per minute and with the addition of an extra 50 feet of hose allows me to clean the entire boat.

This all brings to mind things we have brought up from the depths over the years.

In San Francisco Bay we snagged on some old cables that I managed to get to the surface and free from the anchor. In S.F. Bay if you're not going to stay the night you are better off not setting the anchor too hard as who knows what you may get caught on.

A friend anchored his 67 ft. ketch off the east side of Angel Island where there are some snags. He has a hydraulic drum windlass with chain and cable and enough power to pull the boat under. One day he caught on something, let the windlass do its job and recovered 3 anchors and chain other boats had abandoned!

In Mexico I have retrieved big rocks, a fully opened folding lawn chair, a 100 pound fish trap, tree trunks and numerous other treasures of the sea!

We are now going on our seventh year in Mexico, mostly in the Sea of Cortez. Still we haven't visited a number of anchorages because of weather conditions. Then again there are a number of places that we visit quite often. In San Francisco Bay, we usually just dropped the hook in the mud and forgot about it. Here in Mexico I've developed a different strategy. Sometimes there are no boats around us and other times 12 - 15 boats are all jockeying for position to hide out from wind and fetch.

Once we arrive in an anchorage, stop and start slowly backwards, Julie drops the hook and tells me via hand signals how much chain is down. When I think the hook has hit bottom I place a waypoint on the chart plotter. Then we switch positions, Julie on the helm and me at the bow. My job now is to make sure the anchor is set to my satisfaction. If we have problems later then I get to go and look in the mirror and yell about the incompetence of that crew member!

I save these waypoints so the next visit we have a number of places we know are good holding and by using radar overlay on the plotter can weave our way through other boats and pick a spot 150 - 200 feet from anyone else. I pick different symbols for these waypoints and when too many get together I erase a few of them.

Also by knowing where my anchor is I can let a boat know they are about to drop their anchor on top of mine. This is occasionally accomplished by standing on the bow and yelling, waving my arms, making appropriate gestures, and giving them the stink eye!

Recently, we were anchored 8 miles east of Loreto, Baja Sur, at Isla Carmen. There were about 12 boats in the anchorage, most crowding into the northern end to escape strong winds that were predicted for two days. The one that comes to mind was a 52 ft. cat with pro crew, anchored in about 40 feet. One evening they got their grill going, flaming quite well in the wind and managed to launch the entire BBQ overboard (with their dinner!) to create a new sea treasure for us to go looking for some day.

And a few days ago in the same anchorage we had a crewed, 62-foot power boat anchor nearby. Once they set the anchor they decided to set a stern anchor; no one does that in this area. The yacht was registered in the BVI's, which may have had something to do with it. For some reason they then reset the bow anchor, of course the stern line was too short. They attached a float to the stern line and cast it off while they reset the bow. Next, they got another line out and a mate in dinghy towed the floated line close to the stern where the captain tossed the new line to the mate. The mate tied the original line on to the new one and tossed them overboard. The captain forgot to mention he had not attached the new line to a cleat. OOPS! After about two hours they finally retrieved the line and later the anchor that was attached to it.

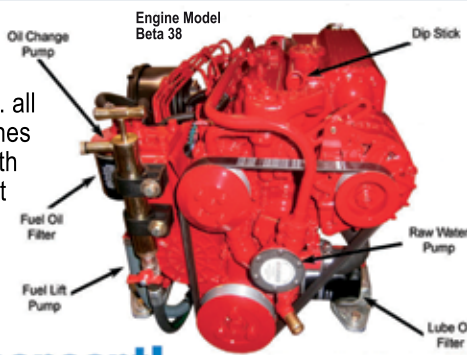
A number of us had already marked our chart plotters as to where we thought their stern anchor went in, in case they abandoned it. Oh well, have to get ambitious and go look for that BBQ!

Went back in and tried to set the anchor again, didn't work again! This time it came up with a more grass and a beer can impaled on the point of our Rocna. The anchor really needs the pointy end clear to go into the bottom. A 12 oz. Pacifico can kind of defeats the anchor design. If we have problems later then I get to go and look in the mirror and yell about the incompetence of that crew member!

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The Florida Keys Less Traveled

An Adventure to the Dry Tortugas

By Lauren Nicholson • C36/375 Mahayana

Photography by Drew Nicholson

A must-see for anyone rounding the Florida peninsula is Dry Tortugas National Park, a group of seven small islands about 70 miles west of Key West, and the location of the U.S.'s largest all-masonry fort as well as spectacular diving and snorkeling.

After living in Marathon in the Middle Keys for two years and never making it out that way, we finally had the opportunity to go after moving up the Gulf coast, when a few boaters in our new marina off Tampa Bay mentioned their plans for an extended trip this past May.

We jumped at the chance and began making plans for procrastinated repairs and necessary provisions. After several weekends of getting *Mahayana* ship shape, and with weeks of food and beverages aboard, we set sail in our 1985 C36 MKI hull #493 from

our home port of Bradenton, FL. South-bound, we planned to make a few short stops down the Gulf coast before jumping off Captiva Island for an overnight voyage to the far flung islands of the Dry Tortugas. We were a fleet of one Catalina, an Island Packet, a Beneteau, and an Endeavour power cat.

The trip out of Redfish Pass was to be about 120 nautical miles, or about 24 hours at 5 knots of speed for us, which is usually what we would average under power with no wind. As we left the pass at 0800 we had some good NE wind but ended up being broadsided by opposing NW waves for the first several hours, a little uncomfortable but we got used to it and the sun was shining (however our cat was not amused). By 7:00 pm we were able to shut down the motor

and enjoy a smoother ride under full sail. It did get a little rolly again as we progressed through the night, though we were able to sail at about 5 knots under full sail with no motor for about nine hours until the sun came up.

Land ho! Fort Jefferson was spotted in the distance and grew bigger and bigger until we entered the channel at Garden Key from the north and headed around to the anchorage on the south side. My husband Drew and I did pretty well overnight exchanging 2-hour shifts, which was aided by May's late sunset, a full moon rising as the sun set, and occasional VHF chatter with our companion boats.

Fort Jefferson is a looming monstrosity of a fort and was quite important to the United States back in the 1800's when an



Fort Jefferson on Garden Key

essential shipping route extended from New Orleans south into the Gulf, west of the Dry Tortugas and back up the east coast of the U.S. Unlike other forts on the mainland, Jefferson had to fend for itself and could not rely on nearby strongholds to come to its aid if attacked, therefore being built as one of the largest forts in the U.S.

The anchorage on the south side is a popular spot and the most protected, although some larger boats may find more breathing room south of that toward Bird Key Harbor in depths of 20'+. We found a great spot in about 10 feet of water near our fellow boats and set the hook. Holding was good with sand and grass, with the bottom visible when calm. Although it seems exposed on several sides, the surrounding shoal is shallow enough to block the ocean swells in settled weather, though minor rollyness should be expected.

After the long overnight journey we were invigorated by the clear blue water surrounding Mahayana and promptly jumped in for a swim. It was a perfect day for bobbing around on the noodles as our friends dinghied around and everyone acclimated and relaxed.

The next day, snorkeling and diving was the priority as the party jumped aboard *Corkscrew*, a 44' Endeavour power cat who was part of our group, and made the short run over to Loggerhead Key to pick up a free mooring ball near the triple-masted Avanti shipwreck, a popular dive site. It should be noted that we found the current quite strong here and precautions must be taken with respect to the tides, though a couple who went there another day said it was not

bad. At the time of writing there were only 2 mooring balls in the area, one at the wreck and one near Loggerhead Key, first come first serve, two-hour time limit. No anchoring is allowed near these sites. The only anchoring is within one mile of the Fort on Garden Key.

After snorkeling and diving this amazing wreck in 0-20 feet of water (it pokes above the surface), we moved ashore to Loggerhead Key for some of the most fabulous snorkeling in the Keys along Little Africa. This is a coral beach on the north side of the island where you can walk right in (with footwear) and enjoy the underwater sights in just a few feet of water. The assortment of fish and corals was vibrant and colorful, absolutely amazing, against the stunning backdrop of Loggerhead Key Lighthouse and the crystal blue sea. From the Garden Key anchorage at the fort, you can come by dinghy and beach it on the south side of Loggerhead Key and walk across the island to snorkel, the north side is all coral. The best snorkeling is along the coral beach between the lighthouse and the ruins of an old shack, and also out between the two markers.

Back at the anchorage later that evening we enjoyed a wonderful cocktail party altogether and the perfect fiery sunset that the Florida Keys are famous for (sorry, much better than Mallory Square!).

The next day we ventured to the fort and took a tour. A ferry from Key West arrives in the morning full of tourists and provides a short tour and a long tour. We took the short tour which was a brief presentation of the fort, but would probably do the longer one next time as they actually give you a walking



If you go be advised that there are no amenities in the Dry Tortugas. It is called “Dry” because there is no fresh water on the islands. There is no food, fuel, provisions, medical support, trash disposal, showers, phones, docking or marina facilities. There is a fort, a tour, a small gift shop, and a restroom and that is it. Primitive tent camping is allowed. Each boat must register ashore and pay \$10 per person regardless of length of stay.



View from atop Fort Jefferson

(continued from previous page)



The Nicholsons with Mahayana, 4th anchored boat from right

tour of the fort. Tours are free. The history is rich and awe-inspiring, though I could not do it justice with limited space here.

There are a couple white sandy beaches around the fort from which to launch your

own snorkel excursion, as there is abundant exotic sea life surrounding the underwater walls of the fort. Seaplanes come and go from Key West bringing supplies and tourists, and there is ample bird-watching as Garden



Half-way there

Key, which supports the fort, gives way to Bird Key, which is a bird sanctuary.

As we left the next morning for round two of overnight sailing, we definitely felt like we could have stayed longer. There were more snorkel spots to explore and more relaxing to do! But it was time to get back to reality. This time we did another 120 nautical miles and entered San Carlos Bay at Fort Myers Beach to spend a couple nights on a mooring ball there before continuing up the GICW and back to Bradenton. It was a wonderful trip and we are hoping to make it an annual or bi-annual adventure. See you there someday! Feel free to email me if you have any questions about planning your own trip to the Dry Tortugas or the Keys: lauren@nicholsonmarine.com.

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CATALINA 470 NATIONAL ASSOCIATION

Exploring a New Harbor or Anchorage



C470 Association
Technical Editor
Joe Rocchio

Over many years of sailing and living aboard while cruising full time aboard *Onward*, C470-126, one of the most interesting and exciting aspects is exploring a new harbor or anchorage for the first time. The adventure includes a bit of frisson of excitement

as we probe an unknown-to-us area. The degree of challenge and apprehension varies over a wide scale depending on the location: the benevolent Chesapeake, the unfor-

giving Maine, or the still somewhat sketchy Bahamas.

Modern charts and chart plotters for navigation have come a long way in making the exploratory adventure almost stress free. BUT that is not always the case, especially, if you are pushing the envelope. For years I have taken advantage of a hand-held depth sounder in my tender to probe poorly defined areas before taking *Onward* into the unknown. On our Bahamas cruise this winter, I came across a new approach that takes bottom surveys to a whole new level. Here's the story.

Onward had just crossed over to the Bahamas when I found that my trusty hand-

held depth sounder had given up the ghost. As I had to fly in a spare for the Yanmar's cooling water pump (more later), I decided to get a new portable depth sounder to mount on the inflatable dinghy. An internet survey led me to the SonarPhone SP200A by Vexilar Marine Electronics. This is a depth sounder/fish finder with a remote transducer that connects to a compact electronics module via a 25' cable. It is powered by a 12V DC power source. The electronics module communicates via Wi-Fi to the SonarPhone app on a smart phone. The app controls the depth sounder and displays real-time data.

Being able to use a smart phone to operate the device and display data using a



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wireless connection is neat all by itself, but that is not the best part. The SonarPhone also feeds data to a Navionics HD charting app to display the tender's location and depth. Tracks of position and depth sound-

ings can be recorded. Then it gets better: if you subscribe to the Navionics Sonar Charts, those tracks can be sent to Navionics and they will feed back a custom Sonar Chart of the area covered by the track with your bathymetric data incorporated.

To implement the new unit, I mounted the transducer on a 1" dia. SS tubing strut with a bracket that can quickly be mounted and dismantled on the tender transom. I found a kitchen storage bin, 8" x 10" x 8" H that has a secure watertight lid. I drilled a ~5/8" dia. hole near the top on one side for the transducer cable/connector. For a reliable power supply, I bought a Beatit 12V lithium ion portable auto jump starter unit. The compact unit provides more than 10800 mAh of 12V power that can operate the depth sounder for >8 hours. It is recharged via a USB port. It also has a USB port to charge the smart phone and a built-in flashlight. I removed the auto battery terminal clips and spliced the SonarPhone power cable to the connector.

To conduct a bathymetric survey of an area, the electronics box with the electronics module and power supply is brought aboard the tender and the transducer is installed on the transom. To start a survey, the power on

button of the electronics module is pushed and a bright red LED indicates the unit is on and functioning. Then, the signal from the SonarPhone is selected as the Wi-Fi network source on the smart phone; the SonarPhone app is opened; and connection to the device is selected on the opening screen. The smart phone displays both a color sonar return vs. depth graph, as well as the digital depth reading. The gain can be adjusted to get the clearest display for the conditions. I find that accurate depth data can be recorded at speeds up to ~8 kts.

To display the data on a chart, the Navionics app is opened on the smart phone and SonarChart is selected. The chart, tender position, and depth are then displayed. Tracks can be recorded and after the survey, uploaded over the internet to Navionics. A custom Sonar Chart reflecting the track data will be prepared for download.

Neat!

Note: Truth in cruising: in spite of this great technology, *Onward* occasionally "bottom sounds" with the keel – just to get "ground truth" don't you know... **-Joe Rocchio, jjr@onward.ws**

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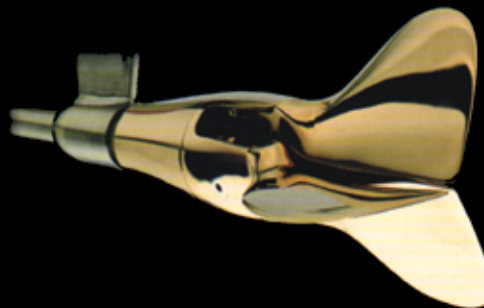
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CATALINA MORGAN 440 NATIONAL ASSOCIATION

Forespar Through Hull Valve Maintenance



CM440 Association
Technical Editor
Mike Simpson

Most of us are fortunate to have the Forespar Marelub through hull valves installed on our Catalinas. My personal experience with them has shown them to be better than brass, copper, or other metal fittings.

Recently, I noticed that our holding tank discharge through hull

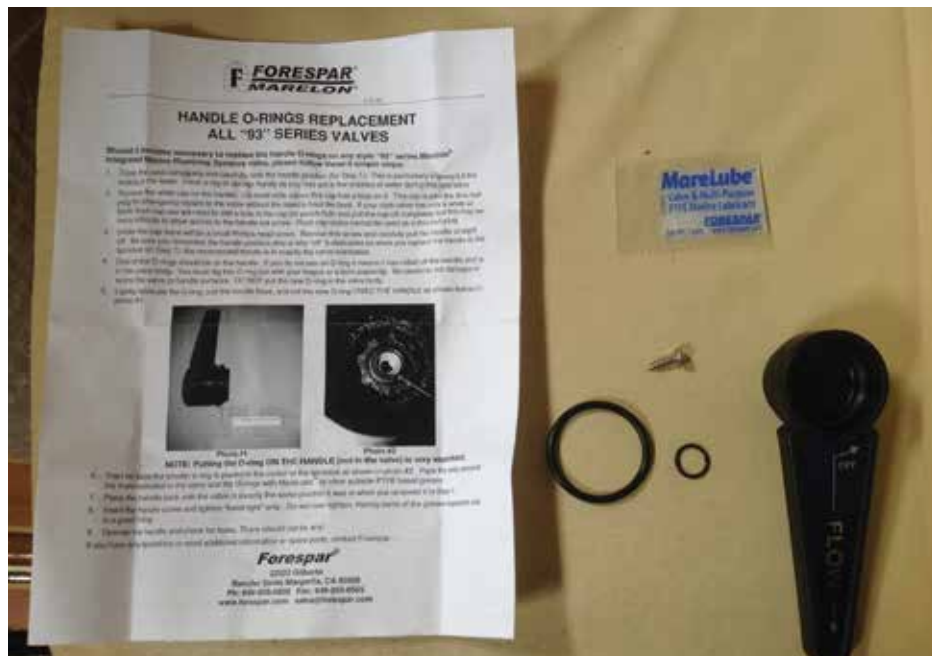
valve was leaking whenever the handle was turned to open it. As there are no pump out stations down here in the eastern Caribbean, this project received super critical important priority. Yup, that means gotta get it fixed - yesterday.

Now working on a component of the boat that is designed to keep water out, while the boat is in the water, raised my anxiety and level of nervousness to near panic levels. But, I must tell you, that this repair is easy and painless.

The first thing you need to do when you see water or whatever weeping past the handle when moving it is to reach out to Forespar. Email them at salestechsupport@forespar.com. Give them the hose diameter of your Series 93 valve (a picture proved to be helpful) and the boat model/manufacturer.

You will receive a repair kit like the one pictured.

Looking at your existing handle, you will find a white cap on the base of the handle. This cap is actually a plug for you to place in the hull underwater to prevent water from coming into the boat. Attach a small string or fishing line to the cap and the other end to a lifeline, dive under the boat and insert the plug into the proper hole. Then, when you are finished working on the valve, simply tug on the line from the lifeline to retrieve the cap. Ingenious.



Make sure the handle is in the “off” or “closed” position. Back out the screw in the middle of the handle. Take care to remember the position of the handle and then slowly pull it out of the valve assembly. You may see a little water, or in my case, black water waste (yuck). We are only talking about a tablespoon in quantity.

There are two o-rings that need to be replaced inside of the handle. One should be on the handle itself. They are supposed to be round, but my o-ring on the handle was smashed flat. Which was the reason for it leaking... The other o-ring is smaller and is located right in the middle of the valve assembly. I used a toothpick to pull it out.

With both o-rings removed, I cleaned the inside with some water and paper towels. Grease up the small o-ring with the supplied Marelube and insert it into the

middle of the valve. Then, grease up the larger o-ring for the handle and slide it on the base of the new handle. You can go heavy with the grease.

Remembering the alignment of your handle in the closed position, carefully push the handle back into the valve. Once it is seated all of the way in, insert the screw and hand tighten it. Do not over tighten as you may strip it or break the handle.

**** Editor note.** The supplied replacement screw did not match my handle. So I reused the old one.

If any grease squeezes out of the handle, that is ok and simply wipe it up. Test the handle for leaks and you should not have any. All of that worry for nothing. I love easy repairs! **—Mike Simpson**, mike@threesheetssailing.com

Roller boom safety check

For those of us who have the Leisure Furl roller boom, I pass on a simple safety “pre-flight” check that will save you some grief.

We were sailing from St Croix, USVI up to the BVI on a relatively calm close haul. Seas were 4-5' and winds 10-13 knots. While sitting in the cockpit, we noticed a small line appear from past the front of the bimini, which seemed rather strange. Instantly, we noticed a dramatic change in the performance of the boat. Looking up, the mainsail was flopping uselessly as that line was the clew line on the roller.

Thankfully, the wind and seas were what they were and I was able to reach out, grab the sail, attach a temp line and pull the sail back to the boom. I was then able to re-tie the line enough to stretch the sail

out and we then reefed to get better sail shape. Once safely anchored, we pulled out the mainsail and checked everything on the boom.

This could have had a much worse ending if the winds and seas were any larger. 20 knots of wind would have made the mainsail flog violently to the point where it may have been damaged. We could have, of course, simply dropped the main to the deck, but that would have introduced increased risks to safety as one of us would have had to wrestle a huge, battened main in rolling seas down to the deck or boom and then attempt to lash it down. Not the best scenario, especially for us 440 owners with raised coach tops...

So, as we all learn from the experiences of others, hopefully you can avoid this situation by giving your knots a quick check (tack and clew) before heading out. Keeping the pucker factor to a minimum is always best. **—Mike Simpson**, mike@threesheetssailing.com

The Restoration of the Rub Rail



C42 Association
Technical Editor
Gene Fuller

In this issue we highlight a topic that many have considered or attempted; the restoration of the rub rail.

Dan and Chris McCarty have owned their C42, *Bonaroo*, for several years and are based in Southern California. Dan grew up in Woodland Hills, and he

watched new Catalina boats leaving the factory on a frequent schedule while he dreamed of someday owning one.

Dan recently completed the rub rail work, and it looks great. —**Gene Fuller**, gfuller42@comcast.net

Rub Rail Replacement on a 1998 Mark I Our boat was built in 1989, and we are her fifth owners. Thanks to the previous owners, some things are still very good, and others -- not so much. The condition of the rub rail was probably the product of all the owners. It was hideous, and also one of the first things to stand out to us and to everybody who saw her.

There was no rubber insert, just a badly corroded aluminum extrusion. The aluminum extrusion had several short sections that had been replaced. One of the previous owners had used a white adhesive to help hold in the rubber, but the worst problem was that the aluminum had numerous dents where the bottom edge was pushed in below the deck molding making it impossible to install the new rubber insert provided to us by the previous owner.

I found I could get the extrusion from Catalina in 10 foot or 20 foot lengths, and the local Catalina dealer was willing to let them be shipped with a new boat coming from the Florida factory. Now my problem was to devise a way to install the new extrusion without unbolting the deck from the hull. The extrusion is held in place by 1/4"-20 pan head machine screws (bolts) and by #10 x 1" pan head sheet metal screws. Removing the sheet metal screws is easy; they are not structural. Unbolting is not only nearly impossible due to the nuts being inaccessible behind the interior trim, but my fear was that the deck to hull joint might pop out of place due to stresses from the rigging.

After thinking through possible solutions, I came up with a way to leave the bolts in place and remove the old extrusion. Using a small hole saw, with the pilot bit removed, I was able to drill (saw) around the head of each bolt leaving a small washer-shaped piece of the



Drilling around head of machine screw



Rub rail removed

extrusion behind the head of each bolt. The bolts are about three feet apart with the sheet metal screws between them about every foot.

Once the extrusions were removed, I used them as a drilling guide to make matching holes in the new extrusion pieces. Using two long 2 x 4 boards with 2 x 2 boards screwed on as a guide, I carefully clamped the old extrusion over the new extrusion using blocks between and below for support. Then using the same hole saw (still with no pilot bit) I stuck the hole saw through the holes in the old extrusion and drilled holes in the new extrusion. The width of the saw blade gave a bit of leeway for alignment, but on a few of the holes, I needed to use a small mill bit in the drill to grind off more aluminum. The holes fit over the bolts, and the many screws



Old extrusion over new with spacer blocks



Drilling new extrusion through hole in old

are adequate to hold the extrusion in place.

Be sure to orient the extrusions correctly. The top of the extrusion has a shorter lip on the back side. The bottom edge is longer, and it mounts below the edge of the bottom lip of the molded deck. The extrusion has holes punched in it and a groove on the front face to assist you in locating the holes for the screws at the proper height. The groove and holes are on the upper half of the extrusion. The rubber is also not symmetrical. The two legs that lock it in place in the extrusion are different. The wider leg goes in the bottom, and the smaller leg on top. This ensures that there is more space in the upper part where the screws will be located.

One of the extrusion pieces wraps around the bow. I decided I needed to replace this

Orient the extrusions correctly. The top of the extrusion has a shorter lip on the back side. The bottom edge is longer, and it mounts below the edge of the bottom lip of the molded deck.

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(continued from previous page)



Cross-section of extrusion and insert

piece first, because I would not know how far it would extend on either side until it was bent and installed. One of the bigger challenges was bending the extrusion to fit the bow while maintaining the correct profile for the insert. I traced the pattern of the bow, and cut a 2 x 8 board to match the shape. Using clamps, a rubber mallet, and some steel to keep the straight parts straight, I was able to make a near-perfect match to the old piece. Once it was screwed to the boat, it looked just fine. I used a pair of vise grips, a piece of steel, and a hammer to open up the extrusion at the bends to accept the rubber. The straight sections butted up to the bow piece and were trimmed to meet the cast end pieces at the stern, which I did not replace.

Installing the rubber is a bit tricky, but goes fast once you get the hang of it. It helps to do it on a warm day, and to leave the rubber in the sun so it heats up and gets soft and flexible. I'm sure you could soak it in hot water if the weather is too cold. I started at the bow, after finding the middle of my piece. This could have worked out perfectly, but the rubber was a few inches short -- about 2" on

each side. If you place the lower edge of the rubber into the extrusion you can push down on the top edge, or use a mallet to pop the rubber into the extrusion. Be careful to avoid bending the extrusion. To cut the rubber, use a ratcheting PVC pipe cutter. I keep this indispensable tool onboard at all times for cutting hoses and it worked perfectly on the rub rail.

I spent a couple of days figuring this out and getting it done, but the change in the appearance was well worth the time and effort. —**Dan and Chris McCarty, Bonaroo**

Installing the rubber is a bit tricky, but goes fast once you get the hang of it. It helps to do it on a warm day, so the rubber it heats up and gets soft and flexible.



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Anchoring and Clutter



C400 Association
Technical Editor
Olav N. Pedersen

No, I'm not going to get into length to depth ratios. This has more to do with keeping the decks and cockpit clear.

My wife and I were anchored in Blind Bay in the San Juan Islands in Washington. There were a number of other boats there, so it was a bit congested.

The next morning, as we were having breakfast in the cockpit, we witnessed a situation that could have had horrible consequences. During the night the winds had shifted 180°, the winds had picked up, the

tide was in and we noticed a sailboat backing down on some other boats.

Okay, his anchor lost its grip. We've all been there. Well, at least most of us have.

The interesting thing about this particular situation was that there was clearly panic in the cockpit. Pulling out my trusty pair of Fujinon 7x50 binoculars it became clear that he did not want to put the engine in gear. Why? As I'm watching this unfold, the captain was clearly not prepared for this situation. Here's what I observed.

- his dinghy was tied up close and perpendicular to the stern and that needed to be untied and slacked off
- there was a propane tank hooked up to something and blocking the access way to the stern which needed to be disconnected and moved in order for him to access his stern platform
- he had a crab trap in the water off the stern and that could have fouled his prop
- he had a 5 gallon bucket off the stern with holes in it. Up here we call that a crab hotel. You catch your crab limit (5 per day per person) and use the 5 gallon bucket as a holding tank until you are ready to boil them. That had to be hoisted aboard.

With all this clutter in the way, I can only deduce that he did not want to take the chance of having any of these lines foul his prop. Fortunately, he was able to clear this up (at a frantic pace), throttle forward and eventually reset his anchor. No boats were struck, but he was VERY close to causing damage.

My message is obvious. While at anchorage, prep your boat in order to take quick action. Your anchor may drag and you may need to take prompt action or another boat may be dragging anchor and heading straight for you. And keep the key in the ignition.

As for anchoring ratios, I like to use at least a 7:1 ratio (and don't forget to include tides). I also recommend you have a lot of chain. I have 200 feet of chain and an additional 200 feet of rode aboard. —**Olav N. Pedersen**, olavnp@gmail.com



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CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

Building Your Own Dodger



C380/390
Association
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Michael Gilmore



C387 Association
Technical Editor
Tom Brantigan



C385 Association
Technical Editor
Chuck Couture

Submitted By Todd Gaier, s/v China Cat, C380 #30

Our Catalina 380 came with a canvas dodger, which was worn when we purchased the boat. After moving it to our home port we took it to our local canvas shop for patching and were told we might get two more years out of it- \$400 for the work. This gave us plenty of time to research the project and decide how to replace it. The cost to replace the dodger canvas was \$1800, not too bad. After cruising two summers, utilizing flexible solar panels, we really liked placing them on the dodger. The dodger always stays up (as opposed to the bimini), so it is an ideal "permanent" mounting location. Once that was decided, a hard top seemed the best way to go.

According to local fabricators and installers, adding a

hardtop to the dodger would add at least \$2000, and one nearby installation was a whopping \$13K (on a C387). As we usually do, we scoured the web for information on hard dodgers and found that several people had built their own. In fact *Cruising World* featured a story on it [1]. Before going any further; building your own dodger is a pretty big DIY job. This one probably took 50 hours just for the top. If you are considering doing this, flip now to the bottom of this document to read my "Lessons Learned", so you do not make the same mistakes we made.

The Method

There are really only a few methods out there for making your own hardtop.

The simplest is a single sheet of reinforced polyethylene (aka Starboard). The advantage is that it is easy. If thin enough, it will conform to your existing frame if you apply some heat, but it is heavy, expensive, unforgiving to an errant cut or hole and not

very sturdy unless thick. It also catches dirt.

The most complex method is to make your own mold and lay up glass or carbon fiber in the size and shape you want. You can incorporate anything from structural members to rigid windows and can forego a steel tube frame. Unless you invest the time to build a perfect mold, there will be many hours of sanding and fairing to get a clean finish. I hate sanding and fairing.

A variant of this method is the wood core method. You build the dodger core out of plywood and glass over it. This method makes it difficult to get curves and it definitely requires a lot of finishing.

The method we selected has been written up several times, including the *Cruising World* article. It involves laminating 2 sheets of low-cost Fiberglass Reinforced Plastic (FRP) panels. The material is cheap- \$30 for a 4x8 sheet at Home Depot or Lowes. It is the same glass reinforced polyester resin material the rest of the boat is made of. You do need a frame to build it on, but it can easily accommodate a soft front and sides. Your original frame from your canvas dodger is great if you're happy with the size. Also since the material is mostly finished, there is minimal sanding and fairing required (did I mention I hate sanding and fairing?).

The FRP panel is more common than you might think. It is typically found as a wall covering in bathrooms and has a kind of dimpled texture. That dimpled texture is a gelcoat although without UV protection. The sheets can also be purchased with a variety of custom colors and smooth on both sides. They can also be special ordered with outdoor gelcoat, but all of these things add to the price. A smooth sheet goes for \$75, and might well be worth the investment. Two sheets are required for the C380 dodger. We used the \$30 variety.

Forming the Sheets

Decide up front what the finished dimensions will be when your frame is still on the boat. The hard top overhangs the frame by at least one inch. We made sure the mainsheet would still clear. We didn't try to fabricate the top on the boat since we were concerned about dripping resin and paint. A garage works well as a workspace. The first step was to rough cut the sheets. We did this by laying the frame upside down on an FRP sheet, pulling the edges up and marking a cut point. We cut with a jigsaw leaving at least one inch on each edge beyond the location of the desired finish cut. The first sheet was used as a template for the second sheet. Next we prepped the surfaces for bonding- wiped



Single sheet of FRP secured to frame with wire.

thoroughly with acetone and alcohol (or your favorite wax remover). We then sanded those surfaces with 60-80 grit to create a good surface for bonding.

The next step was to form the bottom surface. For this we mounted the frame on two 2x4s to hold the frame in the normal horizontal position. We then laid the first sheet, dimpled side down, and held it in place with some clamps. The sheet was then secured to the frame and then bent to the desired curvature. This was done with a stitch technique. Working from the center out, we drilled pairs of small holes (~1/16") one on either side of the frame tubing, then used a piece of stainless seizing wire with free ends twisted around the tube. We were careful to make sure the wire sat flat against the top surface. We needed about 10 wires both fore and aft to secure the sheet. As we got to the sides, we bent the sheet down and tightened the wires until we got the curvature we desired. We matched the two sides by using a handy level app on my phone. Figure 1 shows the sheet secured to the frame.

We decided to mount both sheets dimpled side down, so that the texture is visible on the bottom but the top is smooth. I really do not like the dimpled texture, but it is not bad on the bottom and I really do not like sanding and fairing (did I say that?). The laminated surface would then be smooth against dimple. We laid the top sheet on the bottom (dimpled side down) and clamped them together for a few days. This minimized the residual stress in the laminate.

Laminating

Before laminating we made sure we had enough clamps to hold the two pieces snugly together – at least 25. They are very cheap at Harbor Freight. For clamping the middle we drilled 5 holes, 1/8" diameter, from port to starboard, down the center line equally spaced between the front and rear bows. To clamp the middle, we would drop a zip tie in the hole and use a second one on the bottom



Clamped for laminating

pulling them just tight enough to provide holding pressure during bonding. We also drilled another hole centered in front and one in back, outside the frame in the rough area that would be cut away later. We placed screws in these holes for alignment.

Most people who use this technique laminate the sheets with FRP adhesive which is kind of like Liquid Nails. After reading the labels too closely, it was impossible to find a readily available FRP adhesive intended for outdoor use (although that hasn't stopped others from using it). Instead we opted to use thickened polyester resin for the laminate adhesive. We needed a gallon of resin and two quarts of silica thickener and one quart fiberglass milled ends (kitty hair). The sides of the dodger slope so make sure that on the sloping surfaces you use extra thickener or the resin will run out.

We mixed the resin to give us at least a half hour until gel time. I mixed the resin a quart at a time and Brooke spread it on the top of the bottom sheet. When it was spread uniformly, we picked up the top sheet and placed it back on the bottom sheet, slid it around a little to wet out both sides and then positioned it so the alignment screws could be set in. We then worked from the inside out, zip tie in the middle, clamp in front clamp in back, working our way to the edges. We were careful to not over tighten the zip ties, creating a dimple at that point. We went around the edge using small clamps to close any remaining gaps. At the suggestion of a friend, we propped up the unsupported middle (the frame has 2 bows) with a piece of 2x4 so that it would not sag during the cure. The assembly was allowed to cure overnight.

We removed the clamps the next day and found a few small spots which had not completely laminated. These were easily fixed by drilling a few small holes in the top sheet, injecting thickened epoxy and reclamping. The two sheets laminated together and mounted to the frame were happily rigid.

Finish Cut

To scribe the finish cut, we made a jig from plastic sheet which would touch the frame come around the top and hold a pencil to scribe a fixed distance from the frame tubing to the edge of the hardtop (1-1/4 " in my case, a suggestion of my friend who is much better with hand tools than I am). On the front edge we left an extra half inch (1-3/4" to the tube) to leave room for the awning track for the front face. A high quality, variable speed jigsaw with a fresh blade is a must for this cut. There is one chance to get it right. After the finish cut, we rounded the sharp edges with 80 grit sandpaper. The product at this point was really beginning to take shape.

One problem with the FRP technique employed is that the finished top is about 0.2" thick, which is too thin to thread fasteners into. As a result we decided to secure the top to the frame using 4 bolts (1/4") through a finish washer, drilled through the top and the frame tubing and secured with a nut. The bolts are located right where the tubing curves away from the top at the edges. Additionally, we added two 12" stainless handrails along the aft bow, providing 4 additional 1/4 " fasteners, also secured with nuts.

Next we needed to install the awning track. This track is located on the bottom the hardtop, outside the front frame bow. We purchased vinyl awning track from Sailrite and needed 2, 4 ft lengths. The standard track flange fits neatly between the top and frame, with the molded track run along the frame. The wires holding the top to the frame were cut (after the 4 bolts were installed). A series of cuts are placed in the track flange to allow the track to conform to the curved shape. A heat gun is used to



Laminated panels after the finish cut. Mounting to the Frame



Track clamped and screwed after applying adhesive

get more extreme curvature from the track near the outer edges. The track sections were cut to the lengths required by the canvas front panels and clamped. The track flange is wide enough to permit a hole to be drilled through the top, the flange and into the 1" frame tubing, securing the entire assembly. Trying to avoid more nuts, we tapped 4 holes into the frame, two for the center section of track and one for the inner ends of the outer sections. The outer ends of the outer sections were secured by the two mounting bolts. We then taped the areas around the track, released the screws, applied 3M 5200 to the flange and retightened the screws, added clamps along the length of the track and cleaned out the excess adhesive. At this point the top assembly was essentially complete. If we had purchased prefinished FRP panel, all that would be left was filling a few small holes from the laminating process.

Finishing the Top

There is a wealth of information on the web and in books about finishing fiberglass with gelcoat, single part paint or two-part linear polyurethane. We considered gelcoat since it would be easy to match the hull color, but were driven away by the thought of sanding and fairing. The guy at West Marine suggested a one-part polyurethane, but we decided to go for Interlux Perfection two-part LP. Did I mention I'm really bad at painting?

The first step was filling and fairing the holes left from the lamination process. Next we cleaned the surface with solvent to remove any wax from the FRP production, then sanded the whole surface with 120 grit sandpaper. We washed and wiped with solvent again.

Interlux recommends using Epoxy Primekote as primer for Perfection. If you read the application literature for Perfection, they suggest rolling on the primer with some thinning. We applied two coats of primer this way with sanding in between. Afterwards the

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(continued from previous page)

surface looked pretty good, but the texture from the roller was definitely left in the paint. We opened the Perfection package and out popped a different set of directions which suggested roll and tip method for the primer. Out came the sander to get rid of the Prime-kote texture, clean etc.

We had never used 2-part LP before. We started on a dry cool-ish morning, mixed the paint thinned it, tested it on a piece of glass with no runs and no brush marks. We rolled and tipped our way across and- magic, the finish was mirror-like. Emboldened by our morning experience, we went for a second coat in the afternoon- same procedure, mix, thin, test, but now the results were different. Not all of the brush marks faded, the roller borders were visible and we got about 4 sags in the paint. To make matters worse, the wind had kicked up a bit and even in our garage some dust floated in. So the second coat looked worse than the first.

The next day we sanded out the sags, roller boundaries and brush marks in preparation for a third coat, but then we got an idea. We went from 340- 600-1200 grit paper and then tested a small patch with polishing compound we had lying around. It looked precisely like our gelcoat. Hating painting as much as I do, I polished the rest, put a coat of wax on it and admired my work over a beer. Will the surface hold up? Only time will tell.

Our total materials cost for the hard top was \$415 for everything described above, but excluding any power tools we needed to purchase.

Web References

- [1] <http://www.cruisingworld.com/homemade-hardtop>
- [2] <http://palarran.com/log/hard-dodger-buildinstall/>
- [3] <http://www.sailblogs.com/member/slacker/78501>

Materials List:

- 2 ea FRP Panels <http://www.homedepot.com/p/4-ft-x-8-ft-White-090-FRP-Wall-Boardhttp://marinepartdepot.com/ststha12.html> 1 Gallon Resin [http://web.fiberlay.com/upload/proim-050220020210-FIBERGLASS%20RESIN%20GAL%20\(359x500\).jpg](http://web.fiberlay.com/upload/proim-050220020210-FIBERGLASS%20RESIN%20GAL%20(359x500).jpg) 2 Qt Fumed Silica Filler
- 1 Qt Milled fibers
- Awning Track <http://www.sailrite.com/Awning-Track-Flanged-White-96+> assorted bolts, sandpaper and a small tube of 3M5200

Painting supplies:

- Epoxy Roller Covers (2/Pk) - West System
- Perfection Oyster White Qt - Interlux
- Plastic Paint Bucket 2.5 Quart - Interlux
- 2333N Marine Reducing Solvent, Quart - Interlux
- 202 Marine Fiberglass Solvent Wash, QT - Interlux
- White Epoxy Primekote, Quart - Interlux
- Acetone Qt
- Isopropyl Alcohol Qt.

Lessons Learned

If you reuse your dodger frame, take it to a local fabricator to get it trued-up. They get abused over the years and pick up deformations. Any deformation in the frame will remain in the hard top. Ours is not readily noticeable to anyone but me, but I do see it. Consider spending money on prefinished smooth FRP panels. They will need to be special ordered through a distributor (Glasteel is a big manufacturer). Consider adding a foam core to the laminate. An 1/8" core will add to the stiffness and more importantly result in a thick enough laminate to accept tapping fasteners. This would have made a big difference in our selection of awning track. The flexible version track has no flange so it needs to be screwed into a surface with wood screws. This would have resulted in a cleaner look on the canvas front panel. And no visible screws on top. We decided not to use FRP panel adhesive. We don't know how well it would have held up, but others have used it successfully. I do know that epoxy would bond a lot better than polyester resin and is worth the extra money. Also, take the time to wet both surfaces of the laminate. We cheated a bit on that, but a test piece we bonded had no trouble. All that said, I dropped the top twice during the finishing process and the laminate survived...which brings me to The top is somewhat heavy. Be careful when balancing the top on the frame y-junction. It is really easy to have it start to fall over and not be able to stop it. It is worth considering vacuum bagging the top surface on. All you really need to do is prefill the wire holes, and tape a bag over the top and around the edges. The laminate would be much more uniform. Invest in a good random orbital disc sander (ie not HFT), a good variable speed jigsaw with a molded plastic foot and a decent quality charcoal filtered respirator. -**Todd Gaier**, s/v *China Cat*, C380 #30



Final Product (beer not shown)

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C36/375IA Welcomes Two New Tech Editors



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer

Ahoy! I have been sailing since grade school, El Toro's, and my dad's Santana 27. I worked charter and commercial salmon fishing boats for 4 years, and my first Catalina was a 1983 Catalina 22 pop top, purchased off the floor of the Seattle Boat Show. I met my bride of 33 years while sailing the C22 on the Snake River,

and we honeymooned in a 39' Moorings bare boat charter in the BVI's. I purchased my current boat *Mahalo*, a 1983 Catalina 36 MKI, hull #94 in April of 2016, and am currently sailing out of Everett, Washington, retired from the Boeing Company after 20 years as an IT Engineer. I am looking forward to the additional time to cruise the Pacific Northwest Islands. We look forward to hearing from you with your tech submissions and feedback.
—Leslie Troyer, leslie@e-troyer.com



C36 Association
Technical Editor
Pre Mk II hulls
Chic Lasser

A great line from Randy Quaid in Independence Day declares "I'm Back," well that can be said for me too. I feel so strongly about the value of C36 International Association that I've come back again to volunteer and give back to the members of this organization. Since purchasing *Spendin Time* in 2001 I

have served as a Fleet Captain, Vice Commodore and Commodore of this association and now I take a turn as your MkII Tech Editor.

Those of you that know me from my previous stints on the executive board know that I have sailed for over 50 years, raced everything from Sunfishes to Offshore Racers, including many years racing windsurfers professionally up and down the east and gulf coasts. In addition to my sailing experience I have worked in the marine industry off and

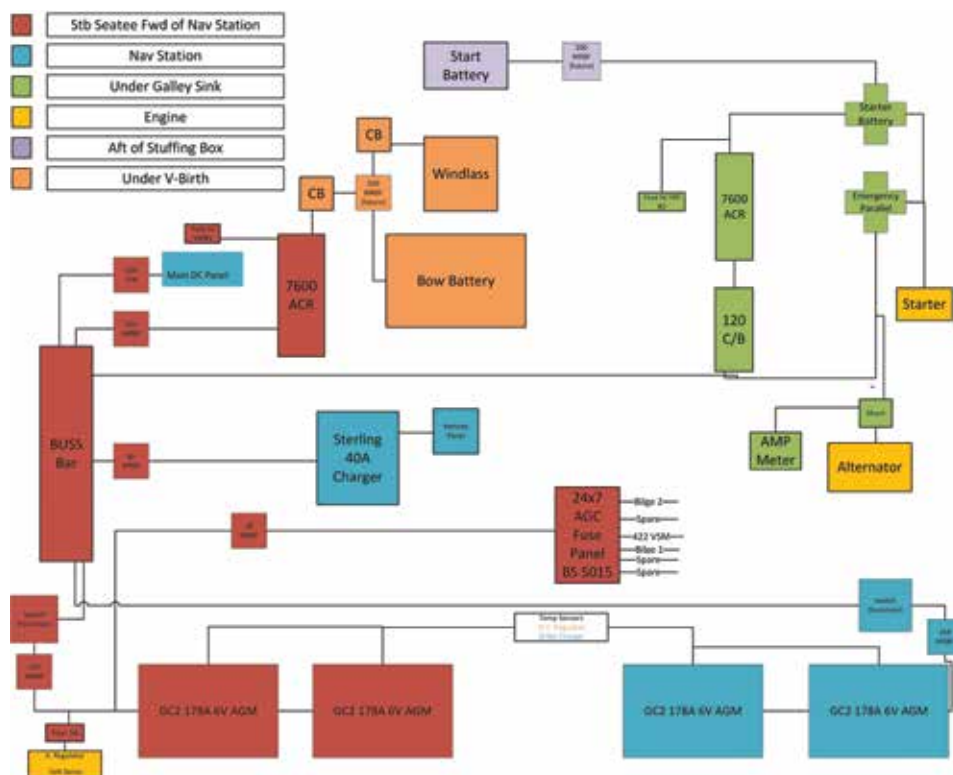
on for over 40 years and currently represent Mack Sails and Rigging.

This unique perspective has led me to modify our boat in many ways that have been documented both in Mainsheet, Jibsheet and on our website. I continue to modify our boat and work with other owners when my expertise has been called upon for assistance. I felt in 2001 one of the major reasons to purchase a C36 was the Association and its wealth of knowledge, and today 16 years later I still feel that way. I look forward to helping other owners to repair, modify and enjoy their boat in every way possible, whether making it go fast or be more comfortable to cruise on. My computer is always on so feel free to drop me a line or submit some of your personal modification. Good Sailing! —Chic Lasser, chiclasser1@yahoo.com

Safety of Boat Wiring

There have been lots of improvements in safety of boat wiring since our MKI's were rolled out of the California factory. Alternator output wires have substantially increased from the #10 that was delivered with my 1983. Wires to the motor panel now don't carry heavy loads. If you haven't already upgraded to remove the Amp Meter & Trailer Plugs, or installed a relay for your glow plugs, move those to the top of your to do list. What I want to talk about in this issue is fusing.

Believe it or not most of today's boats don't fuse the lines running to the starter (which may have the highest current draw on the boat). Cars have had this protection for years – hidden inside the cable in what is called a fusible link. With today's large house/start batteries being able to supply 1000's of amps of current, the wires can basically become a welding torch capable of melting metal and/or starting a fire that won't stop till the battery is depleted or disconnected. The ABYC sets standards including fusing of marine systems. They require fuses within 7" of the battery with some exceptions. One of these is for engine starting circuits. The intent here was for



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(continued from previous page)

extremely large diesel engines that may require current draw beyond what normal fuses can provide. Our little 3 or 4 cylinder diesels don't fall into this category but are still exempted. The question then becomes do you want to be safe, or have a boat that "just" meets the letter of the standards? I prefer to be safe! Total cost for several new jumper cables, switches, and fuse hardware described below was under \$150. I think this is a great investment in the boat.

What kind of fusing do you need? There are several different technologies available. When I got my boat in April of 2016 it had no battery fusing, and only limited fusing on the ACR's (automatic switches to allow charging other battery circuits) and main panel. How big of fuse and what kind of fuse do you need? ANL, MEGA/AMG, AMI/MIDI, Class T, and MRBF are all fuses commonly used to protect downstream from batteries. How do you select which to use? There are several criteria (other than price) – ANL and MRBF are the only two that are ignition protected which means if they blow they shouldn't spray sparks. Each of the fuse types has a different AIC (Amps Interrupt Capacity) rating – which is basically the maximum amperage the fuse can safely provide protection. With a AIC rating of 1000 – if you exceed 1000A draw on a fuse – the fuse can NOT be relied on to open and stop the current flow.

Before you start tossing fuses in the boat it helps to have a block diagram of the sources and major destinations of the DC power. This doesn't mean every wire and device is shown – but rather most of the connections that are outside of your DC distribution panel and devices that connect to it. The figure below shows the one for Mahalo, it is color coded to show where the devices are located. I should also tag the interconnects with wire size – but that is a project for later. As can be seen in the diagram I have batteries in 4 different locations, in 3 banks. The house batteries are split between two different locations which I'm told is not a good practice – but a necessity given our limited space.

Where are fuses required?

Basically within 7" of any device that can source more amps than the wire can carry. You will notice there is no fuse at the battery charger because it cannot source more amps than the wire I have hooked to it can handle, the other end of the charger cable is fused because the wire can't carry the 250A that the battery MRBF will allow. Rule of thumb here is to fuse for 1.2-1.5x the expected max amperage (or max for the wire which ever is less). Why is this wire sized with so

much excess ampacity? Charger and Alternator wires get sized for voltage drop, not how much current they can carry. I would not use a fuse much lower than 150-200A for any circuit that runs to the starter motor. The starters may pull more short term current than this but not long enough to cause the fuse to blow.

I actually fused *Mahalo* (my boat) twice – I really didn't like how the first attempt went so tried again. You can see the pictures below. The first time I used a combination of MRBF (Marine Rated Battery Fuse) and ANL (not an acronym) fuses. MRBF right at the battery (HIGH AIC and Ignition Protection) – and ANL for sub circuits (Ignition Protection and cost). The problem is the short cables required to connect the ANL blocks had to be stacked, and twisted, it just didn't look good. Additionally, the ANL require two bolts to hold the fuse, and these do double duty to hold the cables. If I needed to change one in rough seas – there is a possibility the hot end could get away from me causing problems. My solution was to install a +12V buss bar, and mount MRBF fuses on it. I think it looks lots cleaner, and I only have to carry one style of fuse as spares. I purchased my fuses from Waytekwire.com. They have good selection and reasonable prices. Be sure and get the insulating boots along with fuses and holders – this is required to prevent arcing if something metallic is dropped.

The more observant of you will notice that the fuse holder on the battery has two MRBF fuses. The purpose here is that one



Combination of ANL & MRBF Fuses



is a high amperage to feed the +12V buss bar, the other a low 30A that goes to an out of the way sub-panel containing the items that need 24x7 power – think bilge pumps, battery/vessel monitors. It is before any on/off switch. It is out of the way so I (or guests) don't accidentally turn them off. You can see the fuse holder in the photo with MRBF fuses, it is on the extreme right of the frame. A voltage reference line for the Balmer MC614 also connects to the 30A MRBF. The pine board was for easy prototyping, I have an ABS panel to replace it next winter.

I'm also in the process of replacing the existing 24x7 fuse panel that uses glass AGC fuses with the "automotive" ATC fuse (you can tell the Amp rating so much easier and they are color coded). I will also replace most of the inline glass fuses with ATC inline or an ATC block behind the power panel.

Now it is your turn, the following is a process to make your boat safer from electrical problems.

- Draw a block diagram of your current layout
- Identify DC Source items – Batteries, Chargers, Solar, Wind, etc.
- Identify Source Device fuse requirements (mostly your batteries)
- From source device as the wire size changes – evaluate for additional fuses to protect the smaller wires.
- Add fuses to your diagram as necessary.
- Purchase and install the necessary fuses/holders/boots.

I added a total of 7 fuses, I also added 2 switch disconnects. One for each of the pair of GC2 house batteries and in the future one more as a service disconnect from the alternator. I was also lucky that a local marine store has a good selection of battery wire, crimps, heat shrink – and a crimper mounted to the wall so you can reasonably fabricate your own interconnect cables.

I hope this helps and if you have question on fusing or other technical aspects of the C36 MK1 – drop me a note, I'll be happy to research and let you know what I find out.
–Leslie Troyer, leslie@e-troyer.com

Teak Cockpit Grate

Since our purchase of *Spendin Time* in 2001 I have always wanted a teak cockpit grate. Year in and year out I would do research on alternatives to our gelcoat cockpit sole, for a while I had snap together Dry Deck mats cut to fit the sole but although it worked the flexibility on the port and starboard wings would give way when the boat was heeled. As I aged this became a safety hazard and a few years back it was retired in favor of the gelcoat sole. Some may ask, "What's wrong with gelcoat?" For me and my wife it's the constant filth and the look of fiberglass that has always turned us off. With the rubber mats it always looked clean, even though underneath there was popcorn and dirt.

Each year for 15 seasons I would go to the Annapolis Boat Show and talk to people that would build me a custom teak cockpit grate but at \$4000 or more it always got shoved to the back burner. Last year after finishing up my binnacle guard and instrument upgrade I started looking at the sole again. Could I do it myself and if so how would it turn out, what would it look like and how much effort and money would I put into it?

This got me thinking, "Yeah I know, teak - too much maintenance!" Years ago on a previous boat I learned about a great product that makes teak manageable, so with this knowledge in mind I set out on an experiment. Over the next couple of issues I will document what I did and how it turned out.

Getting Started:

Once the decision was made to give it a go I decided with the cost of teak I would not build the prototype out of teak. This way if it sucked I could throw it out without hurting our bank account too much. My hope was that if the prototype worked out maybe I could get a season or two out of it before I converted it to teak. To keep cost down I used a sheet and a half of ½" plywood from Home Depot. Bad decision since the wood had little dimensional stability and after a couple of months it warped badly. If I was doing it again and wanted to use the template I would have used marine plywood, but alas I didn't go that way.

Next I got an idea of how I wanted it to look, I wanted slats vs. interlocking squares, I wanted it elevated off the sole so water could flow easily when washing the boat and I wanted it in sections for easy removal for cleaning, refinishing (every five seasons) and winter storage. With these parameters I decided on 6 sections, 2 in front of the binnacle, 1 around the wheel, 2 wings and



Forward Sections

one in the rear. After doing some math and preliminary layouts I chose 3 1/8" slats, to tie it together I ultimately bordered those slats but in the prototype I did not do that.

To make the template construction easier I top screwed each slat to cross members (finished product screws were hidden on the bottom), I cut the pieces I needed and went to the boat. In a couple of days I had determined the inside and outside radius dimensions of the cockpit and laid them out and screwed them together.

Soon the first two sections were built and the hard parts began. I determined the diameter of the pedestal base and position of the binnacle guard. To be honest this was easy for me since I had the rubber mat I did for the cutout I used previously. Once transferred to paper, I determined the angles where the non-textured borders of the cockpit sole narrow to the rear walk thru. Once this was completed I just built a square section that I could cut out with my template of the pedestal and my drawings of the narrowing of the textured gelcoat sole. Once built, I realized I needed a much more substantial design to support the slats around the wheel. This is where the weight of the skipper is most concentrated. So back to the drawing board to design and build a better understructure.



Pedestal Section and Understructure of pedestal



Rear Section

Once this was built I transferred my cutout and used a scroll saw to cut it out. Next I used a table saw to cut the angle that would be needed to blend the wings later on to this section.

It soon became apparent that plywood would not hold up, even though I varnished with multiple coats the sides and bottoms of each slat and all four side of understructure pieces. It also became obvious that the deck mold was not computer generated but made by hand. Things were not square or level, this made adding feet to the bottoms a bit of a chore, since if not made level the sections rocked and did not line up perfectly. A little effort and some unique tools let me make each panel level and every angle perfect.

The final section I will discuss this issue was the rear section of the sole behind the pedestal. Up until this point everything has been made square, the forward two sections where the same length and the pedestal surround was the same length port and starboard. When measuring the aft section I became aware that the starboard side was a full ½" longer than the port side to the plexi-glass guides at the aft end of the transom. So in constructing this section I made the entire section the larger measurement and then put a snap line to cut the aft end at the correct angle. To hold the aft section tight I removed the guides and reinstalled them lower so as to lock the aft section snugly in place. Also the lay out with the 3 1/8" wide sections did not line up as perfectly as the forward sections. To solve this problem I made both end sections the full width to the seat lockers, and to create the look of panels put those larger sections on a router table and created the same ¼" spacing. Also to allow the section to easily drop into the aft section I routed out the area surrounding the shower. With these modifications the floor looked perfect and slid into place effortlessly.

Next issue I'll talk about the wing sections, how they were made and designed. As well as the changes to the design that made it look even more professional and added to the stability of the floor. —Chic Lasser, chiclasser1@yahoo.com

CATALINA 350 INTERNATIONAL ASSOCIATION

Ladder Modifications



C350 Association
Technical Editor
Bill Templeton

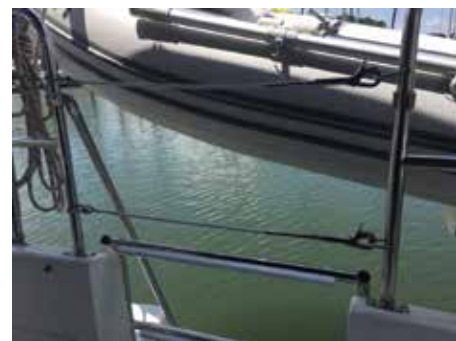
In the Fall 2013 issue of *Mainsheet* I submitted an article on installation of a telescoping swim ladder and handholds. Of concern was the relative inability to get back on the boat... especially (but not limited to) the difficulty of deploying the swim ladder on the C350 Mk I models with dinghy on davits. I recently received the following article from James Davenport describing his solution to the problem. My only suggestion back to him was still to install handholds....I have included the picture of the transom of *Makani Kai* from the Fall 2013 *Mainsheet* showing the handholds... of particular interest those close to the waterline that could be grabbed by a swimmer. —**Bill Templeton**, pbtemp6816@verizon.net



Our Dachshund Bailey went overboard last summer while underway in the Chesapeake Bay. I jumped in with a throw cushion while my wife Cathy turned the boat around. We could not deploy the stock boarding ladder with our dinghy on davits. With Bailey safely on the boat we fashioned a rope stirrup to assist boarding the transom.

To solve this issue and have the ladder deployable from the water, I cut the lower two rungs off and plugged the ends with standard plastic plugs from any hardware store. This still allowed over 12" of ladder below the waterline, allowing easy deployment below the dinghy and no problem boarding the stern. Additionally, this configuration does not require a latch, so it can be deployed from the water with no problem. With over 4,000 miles, including some very rough seas the ladder has never fell from its resting position.

With the ladder shortened, I removed the two latches, installed D-Rings in the existing latch holes and attached lifelines across the gap. A second lifeline was installed 12" below the first. —**James Davenport**



Our Dachshund Bailey went overboard last summer while underway in the Chesapeake Bay. I jumped in with a throw cushion while my wife Cathy turned the boat around. We could not deploy the stock boarding ladder with our dinghy on davits.

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New Stereo System 2017



C34 Association
Technical Editor
John M. Nixon

C34 Associate
Technical Editor
Ron Hill

We are happy to once again have an article from Stu Jackson! This is his first article from his new Canadian home port in British Columbia. Not unexpectedly, he discovered an important difference in the weather of his former San Francisco Bay area and his new British Columbia location: in Canada, you can experience real winter! (Not something I will experience personally

with my self-imposed northern limit of the Texas/Oklahoma border... I don't do winter well.)

As always, we are always looking for articles from any of you fortunate C34 owners out there. Please share the things you have done to your boat with us. If you have any article ideas, please drop me an email to discuss it or seek advice at c34hull728@gmail.com.

I hope everyone has a great Fall boating/boat-project season! -John Nixon, *Orta Vez*; Hull #728, c34hull728@gmail.com

When we bought *Aquavite* (#224, 1986) in July 1998 from her previous and only owner, we learned that he was very meticulous. He had removed the dreaded ammeter from the cockpit panel and installed the wiring harness upgrade. The boat was immaculate, and showed a tremendous pride of ownership. We were extremely lucky to find a then-twelve-year-old boat in such great condition. One of the features he was very proud of was his TV antenna coax connection under the helm seat, hard-wired to another coax receptacle at the nav station that worked with a 120V powered antenna amplifier. He would raise the huge TV antenna up the backstay with the main halyard for good reception. He and his wife would sit in the saloon, at the dock plugged into shore power, and watch analog TV. But we don't "do" TV on the boat.

There were only two things that were "missing" from our new boat: a cup holder at the helm and music. We easily fixed the first by purchasing a teak four-hole binocular box and attaching it to the binnacle with stainless clamps. Music was a different challenge. It required equipment, wiring, power and speakers. Our boat "inventory" shows that we installed an inexpensive Merit CD Player with interior speakers in July 1998,



Old system port side



Old system coming out

and "upgraded" to a JBL TA700/CH600 AM/FM/Cassette and a CD six disc changer combination in October 1999. We also got a great closeout deal on two small Radio Shack bookshelf speakers that still live on the port side shelf above the sliding back doors. West Marine provided the traditional round white cockpit speakers under the helmsman's seat, although if I had a "do-over" I wouldn't cut those holes and would find box speakers and attach them to the pushpit. We ran the wiring to the outdoor speakers from the main electrical panel alongside the power wiring to the cockpit panel through the head and port locker to the lazarette. I recall that that original Merit stereo head unit may not have been secured as properly as it should have been on that shelf, otherwise known as: "I don't remember and don't have digital pictures of it." The later JBL was mounted in a low-priced black plastic stereo underdash aftermarket enclosure that didn't have a built-in sleeve.

Over the years I had amassed a large collection of cassette tapes that included the usual 1980's mix tapes from our favorite vinyl and some now-rare radio recordings

of early Prairie Home Companion and other NPR chat/music/humor broadcasts. Two of my favorites are an early "Yearly Joke Show" and a wonderful "Mark Twain Special" with Garrison Keillor and Roy Blount, Jr., true classics of traditional Saturday morning radio fare. Those are examples of what prompted the installation of a cassette deck on the boat. Besides, vinyl didn't work too well on a boat, kind of like Jenga. I'd later filled in some of those cassette copies of vinyl with CD versions of some of our favorite original "records."

One of our earliest decisions was the inevitable "Where do we put the speakers?" in the saloon. I've seen altogether too many folks drill large holes in their bulkheads to put the speakers left and right as a very first step when they buy a boat. Demolition shouldn't be a first choice. I've always felt that the bulkhead location for the interior speakers is backwards. With the layout of our boats, you can only sit on one side at a time down below, so you either get full left or full right sound. The "balance" gets immediately unbalanced because of where you can sit by placing you closer to one of the speakers. Instead, we

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installed our bookshelf speakers on the port shelf with one forward and the other aft close to the nav station. When we sit at the saloon table on starboard we get the full stereo effect. When we sit on the settee to port we get the same effect plus we are closer to the speakers. It's like having headphones on without the weight! I recommend that you think about how the "stereo effect" works before you cut any holes in the bulkhead.

The 1999 stereo/cassette bit the dust in November 2007, and we replaced the JBL system with a Sony XR-F5100. It was the last of the higher quality "soft" car cassette stereos ever made and it came with a remote controller. It connected to a new Sony CDX-757MX "Explod" 10 disc changer mounted on two wood blocks through bolted to the shelf. We bought a much better under-dash universal mounting kit with a mounting sleeve which we installed on wood cleats under the side deck above the aft end of the port settee. A year later, in December 2008, we added a low wattage Blaupunkt tb200h powered subwoofer to fill in the bass for those inexpensive 1999 Radio Shack bookshelf speakers, and located it just forward of the disc changer on the shelf. When the system is cranked up to full listening volume with all five speakers it still takes less than 2A as measured by our Link 2000.

That Sony cassette system lasted until the Dreaded Winter of 2016-2017 on Vancouver Island. We got here after our sail north from San Francisco in mid-September 2016. The weather was nice for a few weeks. Then it rained incessantly for all of October & November, setting records for the fewest days with no sun. December saw one of the earliest of the two major snowstorms. It was 5C below average in British Columbia all of December, January, February and March. When Cory told me we were moving to Canada, she may have neglected to tell me that she had Ontario in mind. Or the Yukon!

When it snows with the white stuff laying on the deck at near freezing temperatures, and the water temperatures are substantially above that with high humidity, it actually makes it rain inside!!! Since this was the first time that *Aquavite* had seen snow in her 30 years, we're learning about this phenomenon. We now have a good quality heater on in the boat, so it doesn't rain inside anymore with snow on deck. But before we got the heater, that rain made its way into the cassette deck head end unit. I originally thought it might just be the faceplate, so I bought a new one, with no luck. The stereo was finished.

I finally dragged myself kicking and screaming into the 21st Century. The day before we left California in June 2016,

AT&T offered a free Android Smart Phone to replace our old 2G Motorola. I put all my CDs onto the micro SD drive and connected the Bluetooth in the car. I couldn't find another cassette player for the boat, so I decided to replace the old rig with a new Bluetooth audio system.

Since I had had such good service from Crutchfield, I went there again. Crutchfield USA will not ship to Canada. Crutchfield Canada will not accept USA credit cards!!! So I borrowed my father-in-law's Canadian credit card, gave him the cash, and ordered from Crutchfield Canada. I selected another SONY unit since I was familiar and happy with the controls. It's a DSX A400BT, AM/FM, Bluetooth (no CD player), with an easy-to-use MEGA BASS front button, five equalizer presets, three crossover frequency settings to coordinate with the powered subwoofer, and a remote control which is useful at the saloon table but doesn't work from the cockpit. The phone will be able to let me manage basic controls from the cockpit, so the limited remote is not an issue.

When I was shopping online for the head-end unit, I stumbled over the Posi-Product 16 piece wiring connector kit. It consists of two clear plastic tubes with male and female threads for each wire. You twist the two wires together, slide the male piece over them and simply screw the female onto it. It saved me having to make up 11 butt wire splices with the small wires on the stereo harness. I removed the harness from the back of the radio, removed the insulation,



Nifty wire connectors



Harness connected

and made the splices with the Posi-Product pieces. I was able to do all of the splices while comfortably seated at the saloon table because the old stereo wiring harness came with two additional plastic disconnects for the power/ground/memory and the eight speaker wires downstream of the basic back-of-unit harness plug. Like the BT-139 Gell Filled telephone wire connectors I used for our fridge module replacement in August 2016, both of these little connector tools are true "must haves" for your electrical tool kit for splicing small wires easily.

I removed the universal mounting kit and wood cleats from the "overhead" under the deck. I left the wood cleats attached to it, and just flipped it over and screwed it down to the shelf. I played around with the location of the new unit to avoid any interference with the chainplate rods so that I could slide the unit out for servicing or replacement in the future. I powered up the unit and then waited for what seemed like an eternity for the Bluetooth connection to be paired between the phone and the stereo.

The sound of the new unit is vastly superior to its ten year old predecessor even though they have almost identical specifications. The five preset equalizer settings are two more than the old unit. I fiddled around with the presets and the crossover frequencies for the powered subwoofer and even was able to raise the volume of the subwoofer without experiencing any distortion while improving the bass performance.

Almost ten years from each of the previous two inexpensive car stereos is a pretty good investment compared to the almost doubled price for a "marine" boat stereo. And my experience with the same speakers with a newer unit with very similar specifications indicates to me that advances in simple car audio systems keep improving over time which makes replacement or upgrading an easy decision.



Universal mounting kit flipped



New rig: bookshelf speaker, new unit, subwoofer

The next step is to get the old cassettes into MP3 format and move them onto the phone to be able to play them on the boat. I went to see my computer guru here in town and he introduced me to a recording program for free download called Audacity. He also showed me how to adjust the recording levels on Sound Recorder in my Windows 7 laptop. I already have a mini-headphone to mini-headphone connector that came with the inexpensive Bluetooth speaker we bought in Brookings, Oregon, on our sail up the coast last summer. My father-in-law has a nice reasonable quality dual cassette/CD music system that should be perfect for the process. The music system mini-headphone output will go to the microphone jack input of the laptop for recording.

I've cleaned up the stereo system on the boat, removed the bulky 10 disc CD changer, eliminated the 358 (!!!) CDs and the 60 or more cassettes I'd been hauling around, regained valuable storage space, spared the new stereo from water damage when it snows again, and improved the sound quality.

Now all I have to remember to do is to backup my music files on the micro SD card in the phone. —**Stu Jackson, Aquavite #224**

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Hurth Upgrade and Cooling System



C30/309
Association
Technical Editor
Max Munger

Special thanks to Bill, Chuck and Don for these articles. —Max Munger, maxmunger@verizon.net

Just saw the spring *Mainsheet* showing the installation of a Beta 20 in an older C30. I recently gave up on the Hurth transmission on my 1984 C30 with an

M25 diesel. I've rebuilt it four times in 16 years and it repeatedly failed the same way by intermittently failing to engage in forward gear. After researching this issue on line, I opted to try a different transmission manufacturer. Beta Marine offers their smaller engines with a Twin Disc model MG340 unit. The folks at Beta supplied a blueprint showing the comparative dimensions of the Hurth vs the Twin Disc transmissions. I purchased the new transmission at the Newport boat show and it was delivered in days.

I found that the change in transmission would add about 0.200" in length which is easily absorbed by the prop shaft without modification. The output shaft is about 0.220" lower than the Hurth which i corrected with about three turns on each engine mount. I found that i did have to modify the engine cover by raising it slightly. The transmission shifter can be actuated by attaching the bracket to the unit vertically which preserves the normal shift pattern. I elected

to attach the bracket and cable horizontally as it had been on the Hurth. This reverses the shift pattern. I found that Edson will send a new set of decals at no charge which allows the shift pattern to be properly identified.

The first picture shows the new Beta MG340 transmission installed on a bell housing that was painted bright blue for the previous transmission two years ago. The relocated heat exchanger can also be seen. I also downsized my propellor from a 13" x 12" three blade to a 13" x 10" three blade on the recommendation of the folks at Beta Marine. Over propping may have played a part in my transmission woes but I will bet that more than a few other C30 owners have similar sized propellers.

While I had things apart I found that my exhaust riser was overdue for replacement. There was nothing special about the replacement other than using stainless nuts to replace the originals. I also removed the infamous Catalina "Mixing" valve which allowed me to move the heater exchanger from it's engine mounted position to where the mixing valve had been. I made a wooden cradle to facilitate the move. Next was to start replacing hoses.

I have always dreaded breaking into the cooling system because of the difficulty encountered in burping the system. I was always able to get the air out, eventually, but if someone had a gun to my head I could not guarantee success. It just sort of happened when it was ready. I never could understand how Catalina had forgotten that trapped air

will go to the highest point in the system and will only come out when it feels like it and certainly not by commanding it.

I did some research on surge tanks which are used in some race cars for both cooling water and fuel. The idea of the surge tank is to place it as the highest point in the system. There are many such surge tanks available on EBay but they are generally too small in capacity for this application. Coolant and/or air will enter the top of the surge tank which is equipped with a radiator cap. Coolant will separate from any trapped air with the air floating up in the tank and the coolant dropping down and out the bottom of the tank back into the engine cooling system.

I spoke to the good people at Sen-Dure in Florida to see whether they could custom make such a device for my application. The Sales Manager knew exactly what I was talking about and indicated that Sen-Dure has been making such products for many years. He sent a blueprint and advised me that I could select the hose barb size(s) that I wanted at no additional cost. We struck a deal and the product arrived in about three weeks and was just what I wanted.

I installed the surge tank in the Port Lazaret about 8" higher than the water heater. The tank is fed from the thermostat "out" side of the thermostat housing. Output from the surge tank feeds the water heater and returns to the engine cooling system at the return side of the thermostat housing.

I'm a week away from launch. I have high hopes for an easier refill of the cooling system and for getting many, many years from the new transmission. —Bill Crosby, '84 C30 3721, Mystic, CT

Note from Catalina Yachts: The C30 was fitted with a coolant expansion tank at the factory. —Gerry Douglas



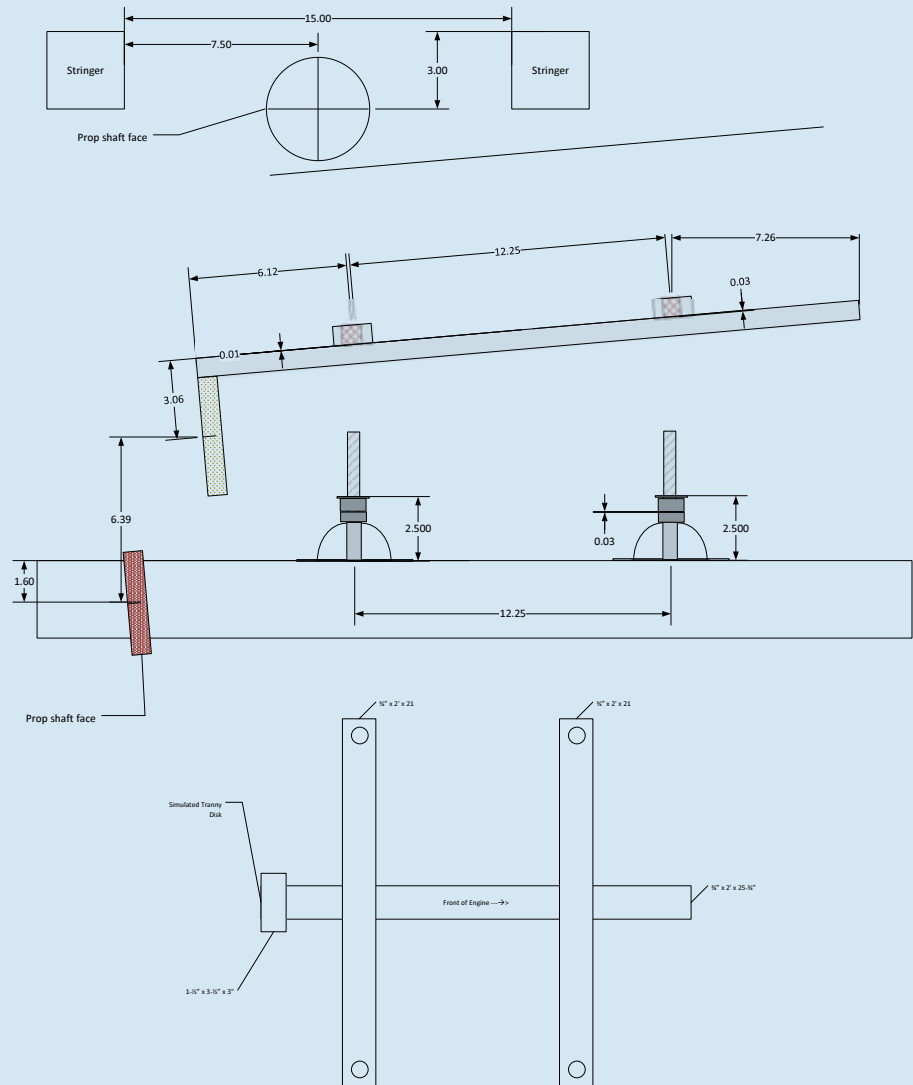
Picture Heat Exchanger



Picture Surge Tank

Motor Mount Template

As promised, the attached contains a drawings of the gizmo I cobbled together to pre-adjust the motor mounts before installing the new motor/tranny. I was able to get the mounts in the ballpark and only needed to tweak them a bit into the final alignment. After installing the motor, the alignment was re-checked and adjusted several times as follows: Initial install before lag-bolting the mounts; after the lag bolts were installed; after launching the boat and letting it settle a couple days; and finally after the first 25 hours of operation. —**Chuck Eckman**, S/v Heretic, #2143, 1981 SR, Hampton, VA



Renovated Air Intake System, Universal M25xp (1988 Catalina 30)

I'm deaf in one ear and my M25XP still sounds noisy to me. So like many other, I search for ways that might quiet it down a bit. One relatively easy modification is to try a new air filter system. This takes about 30 minutes to install and is somewhat quieter—and in any case, I'm sure the air is better filtered.

Parts list: Donaldson G042544-016-140 Aircleaner, FPG, radial seal 1.75" OD outlet



Uses paper cartridge filter: Filter Element number- P822686 (or Baldwin RS3715, Donaldson P822686, Napa 6449, Fram FR3715). The air cleaner with filter is available on ebay for about \$45. The Inlet hose is a Gates precast 90 degree 1.75" ID fuel filler hose No. Gates 24716 Fuel Filler Hose (cut ends to fit, ~\$20 on Amazon). Add two quality stainless hose clamps and several wire ties—total cost about \$75.

The unit fits quit nicely within the available space in the engine compartment. Measure a bit carefully before you cut the hose (they're hard to stretch if you take too much off). The hose is quite rigid and really does not require much support. I added the wire ties just to take the stress off the 90 degree elbow and to keep it from sagging over time. Make sure you have clearance when you put the wooden compartment covers back in place after your retrofit. —**Don**, 1988 C30 #5380, Ventura, CA

CATALINA 28 INTERNATIONAL ASSOCIATION

Putting Pressure on the Fuel Gauge



C28 Association
Technical Editor
Dick Barnes

Retired Los Angeles County fireman Bob Thomas has added another trick to his already tricked-out boat and he leads off Tech Notes with this interesting project.

—Dick Barnes, dickbarnes@earthlink.net

While I was motoring my 1997 Catalina 28 Mark II on several occasions the low oil pressure alarm would intermittently sound and then return to normal operation. After some diagnostic work, I discovered the source of the problem—a loose wire connection in the engine pod.

During these intermittent events I thought it would have been great to have a quick way of determining the actual oil pressure. There isn't any extra space in the engine pod for adding an additional oil pressure gauge and I did not want to forfeit any of the existing

gauges, so I decided to come up with a solution.

In my research I discovered that the Stewart-Warner type Teleflex fuel, oil and water temperature gauges on my C28 operate using 33-240 ohms for sensing. They all function basically the same with different readings on the gauge face.

I decided to use the fuel gauge—at the flip of a momentary toggle switch—to display the oil pressure. My idea was to remove the fuel gauge sending unit wire from the back of the fuel gauge and wire it through an on/momentary toggle switch.

The momentary position connects the newly added 33-240-ohm oil pressure sender to the fuel gauge sender terminal and when released it automatically returns the fuel sender wire to the fuel gauge sender terminal from the on position of the switch.

I bench-tested the system and it worked beautifully. This retrofit also provide a secondary circuit to verify low oil pressure in the event of a low oil pressure warning alarm, so I proceeded with the retrofit installation.

There is a factory-installed oil distribution block next to the oil filter and below the alternator with an unused 1/8-inch port. This is where the current low oil pressure switch is located. I mounted the new Sunpro CP7577 100 psi oil pressure sender in this unused port. It was necessary to route an additional wire from the oil sender the engine pod where I mounted the new on/momentary toggle switch. There might be an unused wire in the factory harness but I opted to run a new wire.

The M25XPAC engine, cold and idling here is Southern California has 52 psi of oil pressure and at 1800 RPMs has 60 psi.

After the installation I tested the actual oil pressure reading to fuel gauge readings and translated as follows:

¼ gauge=	35 psi /140 ohms
½ gauge=	55 psi/95 ohms
¾ gauge=	75 psi/70 ohms

I like having the ability to actually see the oil pressure reading at the flip of a switch.

—Bob Thomas, No. 498, Alamitos Bay, Long Beach, CA



Decrypting Hull Numbers

By Mike Smalter, *Worlds Away*, No. 539

What do my hull numbers mean?

In the February/March issue of BoatUS I found a good explanation of hull ID numbers:

"Hull numbers are 12 digits and letters, as in ABC12345D404. ABC is the manufacturer identification. The number 12345 is the serial number assigned by the manufacturer. It can contain letters, but I, O and Q are excluded because they can be confused for numbers. D in the month of certification, 4 in the year of certification and 04 is the model year."

So my hull ID of CTYE0539C797 means:

- CTY: Catalina Yachts
- E0539: Hull number 539. I believe the E means it was made on the east coast (Florida plant)*
- C: means it was made in March
- 7: means it was made in 1997
- 97: means it was the 1997 model

**Note from Catalina Yachts: E does not mean "East Coast." E signifies the model, and "E" is for the Catalina 28. —Gerry Douglas*

Music to His Ears. But How?

Question: I'm looking for decent quality and volume of music at the dock and underway. Nowadays streaming from my phone with service like Spotify or saved music is an option, but streaming to what hardware?

Perhaps a powered Bluetooth speaker, but this option requires power to the speakers. A 12-volt marine amp with Bluetooth in (from phone) to regular non-powered speakers sounds like a plan, but again, wiring path for speaker wire and a location for the amp is a question. I don't want to cut holes for speakers. Speakers by the stern rail or table makes sense but is there a good route from the electrical panel to the stern for the speaker wires? Or does the amp even need to go by the panel? Could it be in the port-side cockpit locker by the battery charger with the speaker wires running aft from there? Finally, any hardware recommendations? **—Harry Fine, Wild Cat, Toronto Canada**

Reply: I have a car stereo AM/FM/MP3 player mounted below the electrical panel. It is hard wired to speakers in the cabin and cockpit and has a remote control so we can adjust volume from the cockpit without going below.

As far as speaker placement is concerned, the best idea I have heard is mounting them underneath the stern perch seats. You don't have to cut fiberglass in the cockpit, they are shielded from rain, and they are not near any compasses. You probably also want speakers at the forward end of the cabin.

The previous owner of my boat had Sirius hooked up to the hard wired stereo system (Aux In). If you have wireless internet, I have used Pandora on my tablet with an audio plug from the tablet to the Aux In on the boat car stereo and it works great. You could do the same with cellular on your phone if you can afford the data.

If you want to go totally wireless from your cell phone, I have a DKnight bluetooth rechargeable speaker that has great sound that I use in the backyard. Since it is a small box, it doesn't really provide stereo, but you could move it from the cockpit to the cabin as needed. **—Mike Smalter**

Reply: Good music on the water is a great way to enjoy sailing. I have rigged the CIAO with a marine stereo from West Marine with USB and iPhone adaptors that comes with two speakers. I installed the unit on the port side to the right side of the ice cooler mounted on the shelf. It is adjacent to the power and the antenna. I installed the speakers on the right side of the wall

inside the shelf pointing aft. The speaker wires are easily installed to the underside of the coving at where the hull wall meets the ceiling. It is a J shelf to hang wires. You can easily fish the speaker wires over to the Starboard side under the floor up to the speakers including aft.

The second set of speakers I bought were installed on the inside the bimini. They were hung with electric wire ties to the aft frame pipe of the bimini pointing forward. The speaker wires came up through the port aft hatch and attached to the straps holding the bimini, and tucked into the bmini Folds. Every summer I take down the speakers and put them inside the boat when I leave Florida for Michigan. **—Bob Begani**

Reply: I replaced the old factory Kenwood with an iPhone-compatible JVC car deck for \$100 Canadian. I was pleasantly surprised as I'm a bit of an audiophile at home. The deck has a USB port on the front, no Bluetooth, as its sound quality sucks, and remote. The new decks have very good digital to analog converters and work well with my iPhone or iPod.

Another \$100 for a good set of 6-inch speakers for the cabin and you are set. Our boat came with cockpit speakers under the stern seats, which are just marginal. Most of my music, thousands of songs, is on my phone. I can also run Spotify of the phone. The decks also have good FM receivers when used with an antenna and they charge the phone. This amounts to very little DC power and space being used. Don't go for big power, most decks have enough, as all you will do is piss off everyone and one of the great things about sailing/boat is the other sailors. Keep them happy as you never know when you might need a tow. **—Rob, Gigi, 2005, No. 796**

Reply: It's always interesting to see the different approaches to solving any given problem.

I wanted an AM/FM receiver that would deliver reasonable sound quality, drive cockpit and/or cabin speakers, use radio, iPod, memory sticks, Sirius satellite or phones as sources. I also wanted a unit that provided NOAA Weather channels and SAME (Specific Area Message Encoding) Alerts.

I selected the marine-grade Marine Audio MA400 head unit, list \$350 but on Amazon at \$162. Marine Audio own Jensen and Polk, so I selected Polk waterproof speakers.

—Justin, No.558

Reply: I bought a JBL Xtreme Bluetooth speaker. It is awesome! Great subwoofer. Plays off the phone or will play Spotify, etc, off a laptop. I have an inverter that allows me to recharge the speaker and laptop on the boat. When sailing I sit the speaker on the companion way hatch (I slide it closed a bit). Below decks I just sit speaker on top step of ladder. With the hatchboards in it sounds amazing-- the windows shake! **—Michael**

I'm looking for decent quality and volume of music at the dock and underway. Nowadays streaming from my phone is an option, but streaming to what hardware?



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CATALINA 25/250 & CAPRI 25 INTERNATIONAL ASSOCIATION

Swing Keel Trunk Repair and Improvement

C25 Association
Technical Editor
Seth Martin



C250 Association
Technical Editor
David Gonsalves

Capri 25
Association
Technical Editor
Position Open

Special thanks to Jeremy Duck for submitting this article. —Seth Martin

Cracked keel trunks are a common point of failure for Catalina 25s with the swing keel configuration. Issues typically stem from keel lifting hardware failing when the keel is raised, which allows the keel to swing quickly down and crash into the aft end of the keel trunk. Issues also arise from running aground on an obstruction at hull speed, which causes the keel to swing back and up, and then quickly back down after the obstruction is cleared. Either scenario can result in structural

damage to the aft portion of the keel trunk where the keel contacts the trunk in its lowered position.

Encouragement

Do not be wary of fiberglass projects. No mythical art for a good job exists. Anyone can obtain good results with time and patience. Good surface preparation work is helpful. When starting with a clean and dry surface, fiberglass work is easier. A good sander can fair ugly layers while learning how to lay up fiberglass.

The total cost of this project, including building the keel trunk much thicker and stronger than it came from the factory so that future damage is less likely, costs less than \$500.

Damage may not be visible in the outer layer of fiberglass in the keel trunk, but water leaking from the keel trunk indicates damage somewhere in its layers. Partially raising the keel can stop leaks at the damaged section, while lowering the keel fully can induce them. Since fiberglass work is ahead in this project if done correctly, start cutting or chipping away at the existing fiberglass until the damage is exposed. (Obviously, this should be done with the boat on the hard.) A saw and a sharp wood chisel work well to cut away the fiberglass until the damaged portion of the keel trunk is exposed.

Accessing Damage

The keel trunk structure is more difficult to access on the dinette model than on the traditional layout with the two settees. On the dinette, the keel trunk is below the forward dinette seat, abaft the mast. On the swing keel, the keel trunk is hidden beneath a wooden box on the interior floor, abaft the mast.

The interior floor may or may not need to be cut away to access and repair damage. Do not cut away the interior floor around the keel trunk until assessing damage higher in the trunk, which is more likely.

On the dinette model, four different materials may need to be cut away during this project: gelcoat, fiberglass, plywood, and a gray epoxy. Catalina apparently injected

epoxy filler to span voids between the hull and the liner during construction of the dinette models. This epoxy is hard to sand and clean, but can be chipped away with a wood chisel. On the traditional layout model, after the wooden box is removed, only fiberglass needs to be cut away as no gelcoat, epoxy, or plywood were used in the keel trunk.

Repair

Do not use the red polyester resin found in most home improvement stores, which is intended for new fiberglass work. Instead use epoxy resin, which is better for repair work. Use a resin thickener when laying up vertical surfaces. Otherwise the resin may drain downward, leaving cloth that is not completely saturated. Only lay up one to two pieces of cloth in each layer to prevent the cloth from sagging before it cures.

Use heavy and medium weight fiberglass cloth. Use heavy cloth for structural fiberglass. Heavy cloth is more difficult to work and does not bend well, but provides for excellent structural layups. Use medium cloth for the final layup (dinette models only). Medium cloth does not provide structural integrity as does heavy cloth, but bends more easily and looks good when finished.

On the dinette model, gelcoat needs to be applied over the final layup of medium cloth to achieve an appearance uniform with the rest of the interior. Traditional layout models are easier because the fiberglass does not require finishing. They came from the factory with unfinished fiberglass keel trunks, finished by covering the trunk with the wooden box for aesthetics.



Cutting Away Corner of Dinette Seat to Access Aft Edge of Keel Trunk



Cutting Away Corner of Dinette Seat, and Floor, for Better Access



Aft Edge of Keel Trunk After Initial Fiberglass Work

Using Foam To Fill Voids On the Dinette Model

On the dinette model, a significant void exists between the keel trunk and the interior liner that comprises the forward dinette seat, even after repairing the keel trunk with heavy cloth. If the floor has been cut away to access the lower portion of the keel trunk near the hull, a void will exist there as well.

Two-part low-density pourable foam can be used to fill these voids. Foam is much less expensive than filling these voids with additional layers of fiberglass cloth and epoxy resin. This foam hardens within thirty seconds, and so must be applied in small batches, such as eight ounces per batch. Cardboard lined with plastic wrap, held to the keel trunk and hull with duct tape, works well for making a form into which to pour the foam. Lining the cardboard with plastic wrap is helpful because the foam does not stick to it like it does to cardboard.

After the foam hardens, it is easily sanded and formed with a chisel and butter knife. Then medium cloth fiberglass can be applied, followed by gelcoat.

Improving the Keel Trunk During Repair

From the factory, the keel trunk is generally 3/8" thick with some areas only slightly thicker. In order to prevent similar damage from recurring in the future, consider building the aft side of the keel trunk to at least 1", the sides of the trunk to 5/8", and where the trunk ties into the hull to 7/8" thick with heavy cloth. Then build the final layup another 3/16" thick with medium cloth (dinette model only).

If the aft end of the keel trunk is built up while the sides are not, then failure is more likely at the edges of the build up. In order



Pourable Foam Fills Voids, and Makes for Nice Surfaces for Finishing

to prevent such failure, the layups should be feathered at various lengths into the sides of the trunk and down into the hull.

Additional Reinforcement

Wood blocking, such as 1" thick oak, can be added to the aft side of the keel trunk and along the hull to further strengthen this high load area. The idea is to distribute some of the force of a quickly lowering keel from the keel trunk to the hull. The hull, where the blocking is to be installed, should

be built up with additional layers of heavy cloth to provide additional structural integrity. The blocking should be coated in epoxy for waterproofing, and then epoxied to the aft end of the keel trunk and the hull to form a single structure to transfer forces. Heavy cloth layups can be applied across the wood along the aft end of the keel trunk and the hull, to provide for additional structural integrity. —**Jeremy Duck**, Jeremy sails 'The Lucky Duck', Catalina 25 #1850, a dinette model with swing keel, on Tampa Bay in Florida



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CATALINA MORGAN 440 NATIONAL ASSOCIATION

Hankering for Summer



CM440 Association
Editor
Jessie Mackelprang-
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From the balmy tropics of the Caribbean to the crisp fjords of the Pacific Northwest to the enchanting isles of the South Pacific, CM440 owners know how to explore! —**Jessie**, The Red Thread (hull #33)



Thought that plane sounded close! At anchor in St. Croix.
—Jennifer, Three Sheets (hull # 54; photo by Our Life Aquatic)



There is simply nowhere in the world like the Pacific Northwest in summer, and Princess Louisa is one of the loveliest fjords on earth. —**Jeff**, Fantasy (hull #17)



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Gunkholing at Kenutu, a lesser visited island in Tonga's Vava'u chain, where some of the best day sailing in the South Pacific can be savored. —**Jessie**, The Red Thread (hull #33)

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**CATALINA 42
NATIONAL ASSOCIATION**

Adventures In Camelot

**PART
TWO**

By Ricki Teeter

Graveyard of the Pacific

Camelot, our C42, was delivered on the 4th of July weekend in 1990. Her first home port was Portland, Oregon. We sent out "Berth Announcements" and had a Christening, with champagne, on a gorgeous day with lots of friends.



Ricki and Bob (3rd and 4th from left) with Friends at 1990 Christening

From 1990 to 1994, we sailed up and down the Columbia River, usually with friends sailing their boats to destinations with us. Our favorite places were Government Island, Coon Island, Hadley's Landing, Sand Island across from Scappoose, OR, and Martin Slough near Kalama, WA. Tomahawk Bay Yacht Club (TBYC) boated monthly to different locations. On New Year's Day, up the river to West Dock at Government Island, February to East Dock at Government Island, March was Grandma's Cove, April to Government Island, May was Opening Boating Weekend on the Columbia, and usually ended up at Martin Slough. We had an amazing Pig Roast on Government Island in June, and July thru Sept were on your own months. We went back to Govern-



The Columbia River Bar - Graveyard of the Pacific

ment Island at Halloween. Hadley's Landing was our destination for a Thanksgiving Cruise with Sauvie Island Yacht Club. At Christmas we went to downtown Portland through 5 bridge lifts and tying or rafting up at Harbor One. Since we were living aboard, we went out to our favorite locations more than the once a month cruises, and we thoroughly enjoyed boating.

In 1991, 26 boats ventured to Astoria to cross the Columbia River Bar and head 40 miles north to Grays Harbor, WA. None of us had ever crossed the bar before, but we had a skipper named Forrest in TBYC that had his Captain's license and he offered to show us how to do it. We were all scared but he assured us we could do it.

The bar is where the Columbia River's current dissipates into the Pacific Ocean, and there are often large standing waves. The waves, wind, and current are hazardous for vessels of all sizes. The Columbia current varies from 4 to 7 knots. Conditions can change from calm to life-threatening in as little as five minutes due to changes in wind and ocean swell. Since 1792, approximately 2,000 large ships have sunk in and around the Columbia Bar, and because of the danger and the numerous shipwrecks, the mouth of the Columbia River acquired a reputation worldwide as the Graveyard of the Pacific.

The US Coast Guard Station at Cape Disappointment, WA, located at the mouth of the Columbia, is renowned for operating in some of the roughest sea conditions in the world, and is home to the National Motor Lifeboat School; the only school for rough weather and surf rescue operation in the US.

The navigational channel is dredged to 55 feet in the northern three-quarters and 48 feet for the southern quarter. Inside the bar, the channel remains 600 feet wide and reduces to 43 feet deep. Small craft are advised to cross the bar during the incoming

flood tide, staying toward the outside of the navigational channel to avoid large ships which move at 20 to 30 knots.

Crossing the bar is not to be taken lightly. We had 25' through 55' sail and power boats sign up to go. We had special T-shirts and a photo taken on the stairs of the Astoria Marina Office to commemorate our crossing. We had a skippers' meeting the night before, and it was decided that we should leave at 6:30 am the next day. Now, do you think anyone slept that night? We sure didn't. Scared and anxious, we tossed and turned and got up an hour early, put on our Scopolamine patches, and my husband Bob was chomping at the bit. He decided we should leave at 5:30 rather than wait for the. People were milling around, and once Bob started to leave, others followed.

When we got to "the bar" it was really rough. Our friend, Forrest, was right behind us in a Gulf 32', and he said we should wait. I reminded Bob that he said he would NOT be the first one to go. He said he was going to go ahead anyway. Ian and Niki, in a C27, said they would go too. We were riding up a 12' wave, cresting and plummeting down the other side, only to immediately crash through the next wave. It was like riding a bucking bronco. I looked out at Niki and Ian, and as they came off the top of a wave, I could see the keel. When they went down the wave, I could barely see the top of their mast. I was standing in front of the wheel, hanging on for dear life, but having a blast. Later Bob said he was scared to death, but he didn't dare tell me. All he could do was hang on to the wheel and keep *Camelot* going straight.

For some reason, I went below to the front head where I saw 4" of standing water. I looked around, and thought, how could that much water come from that little bitty sink when I was hit in the side of the head with water from the - open front hatch which

we had left open for air circulation that morning. We had added clothing rods in the shower on each side for our work clothes and Bob's side had fallen down. All his suits and shirts were soaking wet in sea water. I closed the hatch, made sure the sink drain was in the off position, and headed back out. Bob said not to worry about the water since I had identified the problem and the bilge pump should take care of it.

It took us 30 minutes to cross the bar and once we were off, we headed north. The sun was shining, the wind was on our beam, and we were SAILING!

All of a sudden I got really tired. My mouth tasted like metal, and I couldn't stay awake. Bob told me to go lay down in our cabin. I slept for 3 hours! Meanwhile - Bob decided he would go fishing. He set the boat on autopilot, got his gear ready, and started fishing. It was so warm out, he had taken off his jacket, his life jacket, AND his harness. By golly, he hooked a salmon! He was so excited. He reeled it in and decided he needed a net to get it in the boat. While holding onto the fishing pole, he retrieved the net from the back hatch. He stepped onto the poop deck, scooped up the fish and turned to throw it up in the cockpit when the boat took a lurch. Bob started falling backward, waving



Ricki & Bob with their crew in 2016: Bella and Maggie

his arms in the air trying to catch his balance, when the boat took another lurch, throwing him back toward the cockpit. He grabbed the back stay, got to the cockpit, sat down to catch his breath, and thanked God for saving his life. Remember, I was sound asleep downstairs. He sat there thinking about what had just happened. If he had fallen overboard, he would have drowned. The boat was on autopilot, we were the last boat out there because we were the only ones sailing. I would have woken up, found a stupid salmon in the cockpit, a jacket, life jacket, his harness, and no Bob. Thank you, God!

When we finally arrived in Grays Harbor, Niki and Ian said it was the trip from hell, while Art, on a C25, decided to go home and get his trailer for the trip back. Forrest said the bar was completely flat a half hour after we left. It all worked out well in the end and we cooked the best salmon dinner that night.

We were fortunate and came to no harm but it could have ended very differently. Knowledge and preparation are essential for safe boating. After this experience we become much more cautious.

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CATALINA 400/445 INTERNATIONAL ASSOCIATION

In The Age of Adjectives



C400/445
Commodore
Frank Falcone

Recently, while standing in a line at a nearby supermarket 'deli' waiting to order a variety of lunch meats and cheeses, I was verbally struck by an advertisement for a particular brand of roast beef. The add said that this roast beef was 'fiercely' delicious. WOW.

'Fiercely' delicious! What could that possibly mean? The purpose of the add, of course, was to arouse my curiosity and to get me to buy some to see, exactly, how fierce it is or what 'fierce' roast beef tastes like. I didn't take the bait. It got me to thinking, however, about the swirling, bizarro world that we all live in now and how we've 'supersized' everything even the descriptions of the standard, the normal and the usual so much so that roast beef is now 'fierce'.

The world of superlative adjectives has also crept (or should I say fiercely marched) into our boating world as well. Our fenders

are 'fantastic'. Our genoas are 'awesome'. Our engines are 'totally magnificent', and the sail that we enjoyed last weekend was 'beyond breathless'. Really? Have we lost a sense or linguistic normality or has adjectivemania group think consumed us? I'm thinking that it might be time to dial it back a bit...anyone out there agree?

Societally, we seem to have found a way to denormalize the usual and the standard to the point where anything less than 'totally awesome' is just not cutting it anymore.

Perhaps, this is all an outgrowth of restaurant supersizing. It seems normal these days to box up and take home your main course from a restaurant because your meal has been supersized so much so that you can't eat it all and so that you'll say that it was 'over the top incredible'. So, let me see if I understand this correctly. So that I can say my meal was 'beyond incredible' from a nearby eatery, I need to eat it at home the next day heated up in the microwave oven because it was supersized. Is that the plan?

It seems to me that supersizing and superlative adjectivemania leads us to, perhaps

subliminally, conclude that whatever we have, roast beef or boats, should be bigger, better and fiercer. This line of 'anticipation thinking' could always lead to overall disappointment. The 'new' normal, so it seems, has little use for the 'true' normal. Perhaps, it's time to really think about 'right sizing' and to enjoy the standard, the usual and the common, to recognize them for what they are and to describe them with adjectives that seem to fit. A 'beautiful' sunset is just that. An 'enjoyable' sail is memorable and a day on the boat is still better than a day at work. Nothing more need be said for us boaters. We know what those normal adjectives mean and we don't need adjectivemania or adjective supersizing to make such experiences any better. We love our boats and our boating life style and we don't need to exclaim, with endless expletives and creative, lofty, clever descriptives, that they're 'totally awesome' or 'beyond outrageous' or 'ridiculously out there'. Adjectivemania be damned! Let the new normal be the true normal!just sayin'!

WOW, I'm fiercely breathless. —**Frank Falcone**, frank.falcone@villanova.edu



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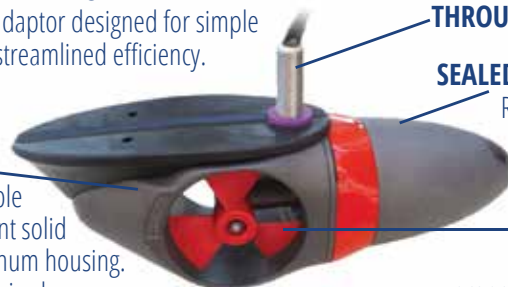
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CATALINA 36/375 INTERNATIONAL ASSOCIATION

Commodore's Report



C36/375
Commodore
Laura Olsen

I'm pleased to announce two member volunteers have come aboard to serve as Tech Editors. Please join me in thanking Leslie Troyer, MKI tech editor, and Chic Lasser, MKII tech editor.

Leslie sails 1983 C36 MKI hull #94 *Mahalo* in Everett,

Washington. He is very excited to be joining our crew.

Chic Lasser should be a familiar name to many, as he previously served the Association as Commodore. He has a terrific record of great submissions to the Forum and technical articles (I have personally tried out his gelcoat deck repairs methods!). Thank you both!

In other news, the website continues to offer real value to both members and prospective members. We are seeking input

on how best to interface value, quality, and communications in today's new realities, including all the internet and social media have to offer. Please feel free to send me your thoughts and ideas at my email (safetsuper@gmail.com) or at the Forum.

We also have some new swag at the Ship's Store, so if you haven't visited the Association website recently...Permission to come aboard!

I hope you are all enjoying lots of sailing.
—Laura Olsen, safetsuper@gmail.com

CATALINA 350 INTERNATIONAL ASSOCIATION

Sailing = Friends

It was straight forward. Bruce and Kathy Whyte (Atlanta, GA, USA) would drive down to the home of Russ, Debbie and Cci Peel (Paynesville, VIC, Australia) and spend several nights with them including a sail on their boat.

The drive was from Canberra, via the Snowy Mountains and its sparsely vegetated highlands, through lush rainforests ringing with the sweet, delicate sounds of bellbirds



C350
Association Editor
Bruce Whyte

to vibrant luminescent green fields and Paynesville. The Peel home is in a canal development 300 Kms NE of Melbourne complete with its own dock for *Avalon*, his C350, #150.

Russ is a well known contributor to the C350IA Forums and very knowledgeable about the C350. He has

a hard dodger on his boat with strato-glass windows and the holy grail of an electric winch on the starboard coach house. Otherwise *Avalon* is similar to our boat, *Aussie Mate*, #357.

We left their home on *Avalon* and motored, due to a lack of wind, to the small town of Metung, about 12 Kms away on Lake Victoria for lunch. An absolutely superb meal of barramundi, salads, gummy shark and chips and flathead tails with the obligatory chilled white wine. Our trip back was under sail the entire way with the light sea breeze. Passed by tourist boats, fishing boats and one seal basking in the sun with one fin up waving to us, until we turned around to check it out.



Bruce Whyte, Debbie Peel, Kathy Whyte, Russ Peel and Cci

The Lakes are an inter-connected series of three large lakes fed by 6 rivers with a single inlet to the Pacific Ocean at Lakes Entrance, about 4 hours sailing east of Paynesville. At an average depth of 6 meters, we felt as though we were in the ocean compared to the ICW. Separated from the Ocean by barrier islands that are national preserves,

one of which, Raymond Island, has been home to multiple koala families. So many koalas in fact that they are eating themselves out of eucalyptus leaves and are being caught and relocated to save the trees and the koalas from extinction. Dolphins are naturally resident as in all stretches of water globally but not necessarily as energetic perhaps!

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership is at 520, slightly down from the 530 for last quarter and the 547 from the February 2017 report. This 520 includes 28 C355s (down one from last winter).

I received an unexpected surprise. As many of you may know, I am active on our own

forum and also on a number of others. One of these includes www.catalinaowners.com. On May 30, 2017, this personal message appeared:

Dear Stu,

A blast from the past.. I'm the guy who jump-started the c34.org website way back when. Circumstances forced me to sell my C34, *Juliana* (#680), but I've always wondered what happened to her... just wondering if you've heard anything. Loved that boat. —**Bryan** (Beneteau 323 owner in Gloucester County, Virginia. Formerly owned a Catalina 34 and a Beneteau 331)

Bryan Pfaffenberger started our website, obtained the domain name, and began to populate it with content from the old email mailing list starting with the "Projects" and "FAQs" pages. These are now archived in the C34 Tech wiki. The contents of those early contributions formed the initial material for the wiki, and were distributed among the 22 categories developed by the late Commodore Jon Schneider. More of the history of our website is documented in the sticky topics on the Main Message Board.

I responded to Bryan:

What a pleasure to hear from you. The last C34IA member of your boat was a Mike Anderson from Washington, DC, expired in May 2005. He renamed the boat *Kokopelli*. That's all our records show.

I often think about you and how very fortunate our C34 skippers were that you did what you did. Another great big thank you for getting us started. As you may know, we've grown the website quite a bit since you got us started, and we're now among the "best in the industry" based on feedback I get from a lot of folks.

Last summer we sailed *Aquavite* (#224) from San Francisco up to Vancouver Island, where we'd moved to support my 96 year

old father-in-law. Other than the very worst winter ever recorded up here (per the locals), we're getting on fine. *Aquavite* experienced her first snowfalls, the first big one was on my birthday in December.

My regular sailing based on my San Francisco days have been curtailed a lot. I used to go out every week or so for a couple of overnights on the hook. The waters are far deeper here, and we don't have a wind-lass or boat heating other than a catalytic heater. I most likely will be doing more harbor hopping than I was used to. Now that spring is finally here - it only started last week - I got out to an American Catalina Rendezvous in Roche Harbor in early May, and finally managed the oil change I'd been promising to do since last October. There's another Catalina Rendezvous here in Canada in July.

I am now finally meeting a lot of the "internet friends" I have made over the years. I'm seeing one this afternoon. Nice to put faces with the names.

If you ever get up this way you are guaranteed a boat ride!

Thanks again so much for getting us started. I have truly enjoyed being a part of growing the website and giving back to the community. —**Stu**

Bryan Pfaffenberger started our website, obtained the domain name, and began to populate it with content from the old email mailing list starting with the "Projects" and "FAQs" pages. These are now archived in the C34 Tech wiki. The contents of those early contributions formed the initial material for the wiki, and were distributed among the 22 categories developed by the late Commodore Jon Schneider.

The American Catalina Rendezvous was held in beautiful Roche Harbor on May 4-7. I used my new Canadian Chart Book 3313 to navigate there, using the old traditional paper chart methods in lieu of my Garmin GPSMap76Cx. Twenty six boats sailed in, split almost evenly between US and Canadian craft. There were a half dozen Catalina 34s, a few C36s, a C470, one C22, C30s, C310s and C320s, along with a large proportion of C42s (this was originally a C42 Rendezvous and was opened to all a few years ago). The event ran from Thursday to Sunday. It was very well run by Eric and Lori on their C42 *Jah Mon*. I finally got to meet former C34 skipper Craig Illman with Patti on his C30, *Mocha*, and also I met

two previous internet-only friends who helped me rebed my leaking starboard dorade vent.

There was a talk by Custom and Border Patrol Officer, Jim Specht, on how the system works when coming into the USA by boat. The Women at the Helm seminar was so popular it was run on both full days with a second boat involved. The decorated dinghy contest was a hoot, there was a fun sing-along in the large tent, and the company was superb. This sure made my first visit to Roche Harbor truly memorable. After this dreadful winter the weather was superb.

Hope you're enjoying the season so far. I sure am!

—**Stu Jackson**, mraqua@aol.com

New Commodore

C320 Association
Commodore
David Allred

As the new Commodore of the Catalina 320 International Association, this is my first article for *Mainsheet*

and I want it to be many things as befits our fine association: impressive, thoughtful, challenging, and informative are but four of those goals. However, I am not at all sure I can achieve any of those. Nevertheless, I'll give it a shot.

As you read this, the sailing season on the Chesapeake Bay where I have my boat, *Romance*, will soon be ending for those of us who choose not to face the rigors of winter sailing. Regardless of where we sail, hopefully, we have had another season of pleasant weather, even better companionship, and just enough adventure to generate a few worthwhile stories (at least, for me, worthwhile the first few times you hear them. After that,

no matter how much I may seek to improve them with the perfect embellishments, it has been my experience that listeners tend to roll their eyes and snicker). With luck, we will have avoided injury to ourselves and our boats and the hurricane season will have passed uneventfully.

Likely, some of us will have undertaken projects to improve our boats (and some will have undertaken projects in emergencies to save their boats). In those cases, we probably have sought advice from our fellow 320 owners on our website, www.c320.org. In my eighteen years of C320 ownership, I have not found a more reliable or helpful source for information on how to deal with any matter concerning the C320. Our webmasters, Jeff Hare and David Prudden, are true heroes to our association, since they provide the platform for so many of our other members to make their wisdom available. There is

not a single action I have taken on *Romance* without first consulting the website--and I have never been led astray.

Finally, I want to thank our previous officers, Commodore Kirk Mueller, Secretary/Treasurer Allan Field, and Association Technical Editor Chris Burti for their service to the association, and welcome new officers John Santana--Vice Commodore, Bill Culberson--Secretary/Treasurer, and Warren Updike--Association Technical Editor. And even more thanks to Rod Boer who continues as our Association *Mainsheet* Editor and Jeff Hare and David Prudden who continue as our webmasters. These folks make the association work for members.

So, there is the first article. Impressive? Thoughtful? Challenging? Maybe not. But, perhaps, a bit informative. That will have to do for now. **—David Allred**

Bone Island Regatta 2017 • Part 1 – The Preparation

By Diane Folwer

Key West has long been known as Bone Island, so it was only fitting that when Alice Petraut took over the race in 2009, she renamed it "Bone Island Regatta".

In 2005, I raced my 36' Catalina from Naples to Key West and fell in love with night sailing.

Now a proud owner of a 32' Catalina, I continue to race the leg from Naples to Key West.

This is a 97.5 mile race. Other participants raced from Sarasota to Key West the previous day, so we could all end up in Key West on Friday.

This year, I was blessed to have met some new friends who were not only smart sailors; but easy to get along with and neat!

Having raced overnight before, I double checked everything before leaving the dock. Some things to consider:

1. SPOT was required and an annual subscription needed to be renewed.
2. I replaced all the cylinders in my PFDs.
3. The light over the nav table was covered in red paper for better night vision.
4. Jack lines borrowed from a friend in our club.
5. My rigger came to inspect all standing rigging and rebedded the shrouds two weeks prior to departure.
6. A new throwable seat cushion was purchased.

7. Flashlights were placed in each cabin and salon ledges. Extra batteries in the nav table.
8. Extra EVERYTHING aboard: hats, hat clips, gloves, sunglasses, sunblock, and reading glasses.
9. Charged the handheld VHS (although Windy City has VHS below and repeater at helm)
10. Had the bottom cleaned the day before I left
11. Reorganized all my "goodies" to allow maximum storage space for crew.
12. I have an emergency plan on the head door in case I was disabled. This shows where all emergency gear is stowed.
13. The boat facts are printed and taped next to VHF for emergency calls. I figure if there is an emergency – I might even forget the name of the vessel? "Windy City"
14. Replaced/ renewed my medical supplies. Fresh Bonine. (sea sick medication)
15. Have a rectangular gel pack in my freezer (AKA Boo boo kitty). Amazing how many times my crew needs her.
16. Checked all boat lights at night while at the dock at home. Does the steaming light work? Compass light, etc.
17. Silicone sprayed traveler, mast track, and port gaskets for watertight seal.
18. Order matching Tee-shirts for the crew! Have to look cool.



PART 2 – THE REGATTA
(next issue)

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CATALINA 310/315 INTERNATIONAL ASSOCIATION

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C310
Commodore
Alan Clark

As I am writing this our sailing season on the Great Lakes is just beginning and we do have trips planned!

We have just renewed our BOATUS membership and our Catalina 310 Assn membership, checked the life vests and all other necessary safety equipment.

After a through check of the engine, we discovered that our heat exchanger, raw water pump, diesel filters and some hoses needed replaced (some of which were original to the boat). One never knows what you find at the beginning of the season! We have reviewed paper charts, fired up the GPS, stocked up the vital beverages/food and are ready to set sail!

Sailing is our love that no one ever masters, always learning new lessons. It's so rewarding to share with ones' family and friends. Our goal this year, like every year, is to be safe, have fun and introduce someone who has never been sailing to our sport. We also love going to our favorite destinations and anchorage spots on the Lake Erie islands while always seeking out new destinations to add to our repertoire.

I hope everyone has a great sailing season. Send articles and pictures of your

great adventures to our Association Editor Bob James at bob@advancedreading.com and see yourself in print!

Day sailing is fine however when you include anchoring, a night sail or a long passage makes for even more interesting stories to share.

I cannot say enough good things about "sailors helping other sailors" via forums to answer questions and share experiences/information. Kudos to our Tech editor, Jesse Krawic, who is right on it even while living aboard their 310 that he and his wife, sailed down to the BVI. Also to our other fleet members, Curt Sawyer treasurer who launched their 310 in NYC and Bob James our Assn editor. You have a great team and I am grateful they are involved!

Hope everyone has a safe and enjoyable summer that you can share your adventures with us in the future. Remember life jackets so the stories all have a good ending! **-Alan Clark**, aclark1325@woh.rr.com

Sailing is our love that no one ever masters, always learning new lessons. It's so rewarding to share with ones' family and friends.

In the Water



C310 Association
Secretary, Treasurer,
Webmaster
Curt Sawyer

As I am writing this our sailing season on the Atlantic is about to begin. It would have started for us already except for two aborted launches - one due to bad weather and one due to mechanical difficulties with the harbor's lift. But by the time you read this we should be in the

water! A more successful launch this year has been the inclusion of the Catalina 315 owners into the C310IA. We are now 107 strong, with 87 C310 owners and 20 C315 owners in our association. We continue to strive to keep dues as low as possible, while ensuring we can meet our obligations to get Mainsheet Magazine out to those members within the US and also our Canadian and Australian members. We've even priced our

burgee at the break-even point to encourage our members to purchase and fly one! Information on how to purchase a burgee, the current membership list, and more is on our website at www.catalina310.org. Our association's numbers are up, our finances are strong, and we're happy to have the C315 owners as part of our fleet! Best wishes for all to have a great 2017 season! **-Curt Sawyer**

Sailing season on the Atlantic would have started for us already except for two aborted launches - one due to bad weather and one due to mechanical difficulties with the harbor's lift.

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