

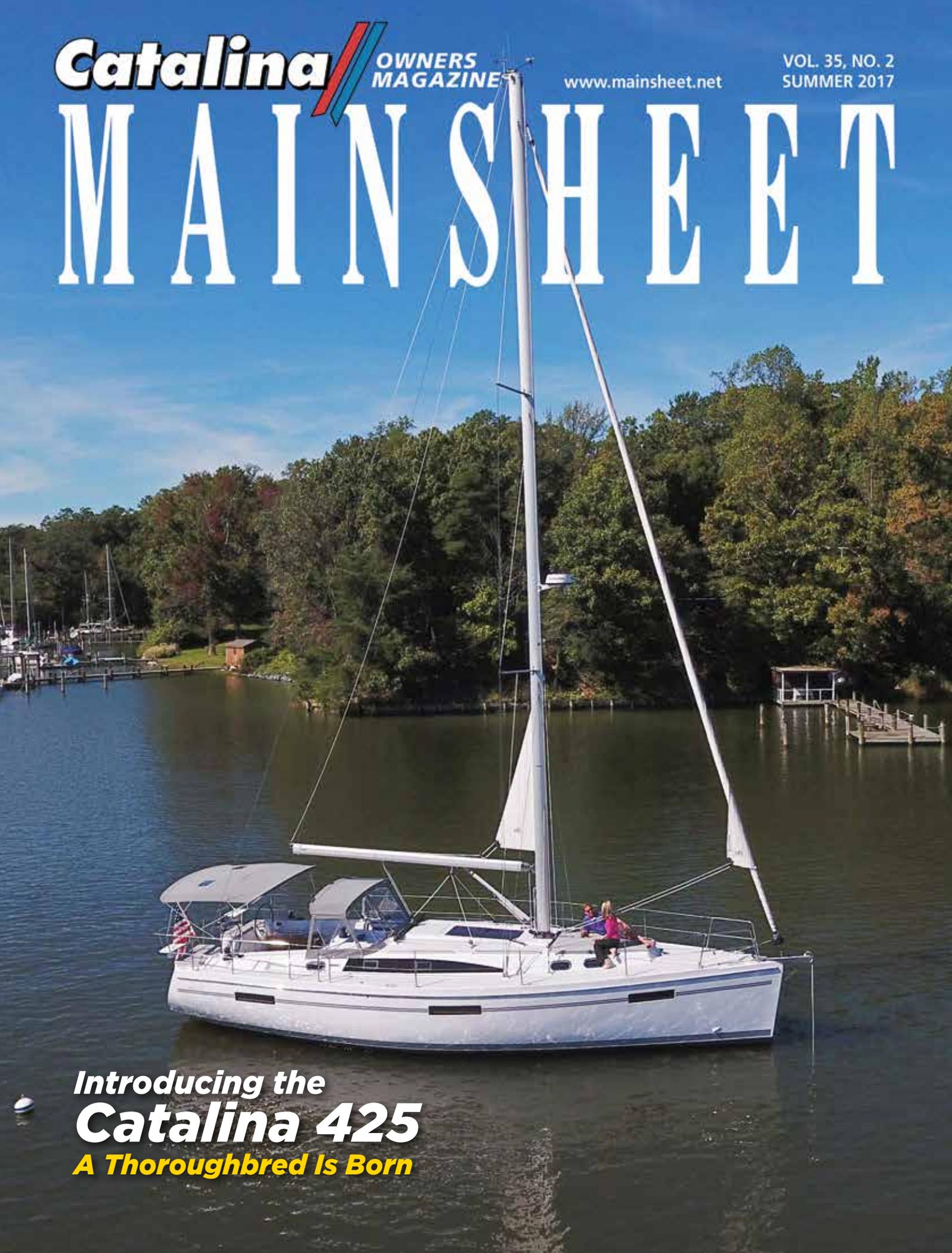
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VOL. 35, NO. 2
SUMMER 2017

MAINSHEET



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SUMMER 2017

Volume 35 • Number 2

COLUMNS:

- 10** CHANGE OF COURSE
BY AL CORSON [C25]
- 12** SAILING'S MUST-DO LIST
BY TREVOR LAMBERT [CM440]
- 16** VIEW FROM THE BRIDGE
BY FRANK FALCONE [C400/445]

FEATURES:

6 COVER STORY INTRODUCING THE CATALINA 425 BY RUSS HOADLEY

It was the most exciting Catalina I had ever seen. Like no other before. The sweep of the side-decks was liquid-smooth. The cabin, a low, sleek profile bordered by wide, clean side-decks. The cockpit, an expansive synchrony of form and function...

17 ICW CLEARANCES BY JOE ROCCHIO [C470]

Onward had just returned to the U.S. from a five month sojourn of sailing outside of US waters. So, with that perspective, I happened upon a US Coast Guard vessel visiting a nearby pier...

TECH NOTES:

- 18** A *Mainsheet* exclusive! Technical information for your boat that has been approved by Catalina Yachts for accuracy.

ASSOCIATION NEWS:

- 38** Stories and news that's specific to your Catalina sailboat.



6



22



EDITORIAL:

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

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PUBLISHER / EDITOR MESSAGE

About this issue

Our cover story this issue highlights the new Catalina 425. This is not just another big boat; it is to some extent a revolutionary addition to the Catalina line. The latest technology for construction and design have been woven into a totally remarkable new boat. Hull #1 was introduced at the 2016 Annapolis Boat Show, and the 425 has already won several awards: Sail Magazine 2017 "Best Boat of the Year" and Cruising World 2017 "Domestic overall Boat of the Year." This new addition to the Catalina line promises to be a top seller for years to come.

There is an old saying "the happiest day in your life is the day you buy your first boat and the second happiest day is the day you sell it." Well there may or may not be any truth to this old wives tale, but there is another whole twist to the scenario. Forget the boat buyer, what does the boat think about all this? A well written and amusing account from the perspective of the "Boat" under the title "The Boat Whisperer," puts a whole new light on the subject. Something else to consider next time you are looking to buy or sell a boat.

For you Intra Coastal Waterway cruisers, there is some really good advice to follow in Joe Rocchio's article on overhead bridges and the true height quoted. Masts are a good thing to protect, but especially when you are away from home. The posted dimensions are not always as accurate and can have several feet of variation which can easily do major damage to your mast head and the electronics you depend on constantly. Joe speaks from experience and is backed up with Coast Guard information and explanation on the dangers of overhead clearance. As a dinghy racer when competing in heavy conditions, I have always gone with the old saying that goes, "upside down is slow." And for you big boat cruisers it is safe to say, "the whole mast is a must."

—Jim Holder
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New 425 photo by Billy Black shot in Annapolis, MD

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MAINSHEET COVER STORY:

Introducing the Catalina 425

A Thoroughbred Is Born

By Russ Hoadley



Photo by Billy Black from Catalina Yachts

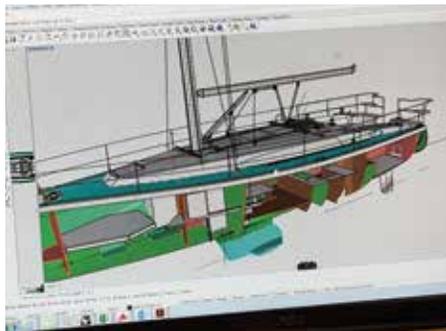
A Personal Introduction

The first time I met Gerry Douglas, he stood cross-armed—lean, bespectacled, thoughtful—appraising my C380 at St. Petersburg Yacht Club in Florida.

I was preparing for a 450-mile race to Mexico in 2011. A shy smile played across his face.

“Welcome aboard,” I extended my hand. The man who designed and built my boat in 1997 stepped across, surveying her with a knowing eye.

In minutes, he agreed to join me and three others for the four-day hike down through the Yucatan Channel to picturesque Isla Mujeres (near Cancun). Highlight of the trip was the chance to sail with this design - and the designer of my C380. Our late-night cockpit talks revealed a man both philosophic and pragmatic - an artist, poet and engineer.



A detailed drawing (Photo by Jon Ames)

Fast Forward

Fast forward to April 2015. I was privileged to have Gerry join me on another race to Mexico. This time the late-watch conversations - faces outlined in the dim red light of the compass - were more riveting than ever.

Gerry clearly loves boats and comes by his lifelong affection naturally. Gerry started with Catalina in 1976, and by 1980 he was V.P. and Chief Engineer.

Turns out Gerry was planning a new boat. Had started some early sketches. Wanted something that would fit in the lineup between his 38-footer and the current flagship C445. Something around 40 feet, more or less, to raise the curtain on a new generation of the storied Catalina 42.

“I’m thinking of it as a ‘terminal boat’,” he mused, “... but not with any negative connotation. What I mean is an ultimate boat ... for those who have been in sailing awhile and are ready for a new, more refined Catalina experience.”

“Someone like you, Russ,” he added, flashing that shy smile.

A New Boat

I laughed off the notion. I was pretty happy with our C380 *Blue Heron*, which my wife Mary Anne and I had purchased in 1998, right out of the shipping cradle at Turner Marine in Mobile, AL. It had served us well, cruising and racing the upper Gulf of Mexico, from our New Orleans home port.

Since 2008, we’d brought her to Tampa Bay, FL, for longer-distance races as well as cruises in the Florida Keys and Dry Tortugas. She’d done 25,000 for us, mostly in hundreds of weekend cruises.

But the seed was planted. In August, after returning from our 1,200-mile circuit of the southern Gulf, I wrote to Gerry. Said we would be interested. Hoped it might be ready for the 2016 Mexico race.

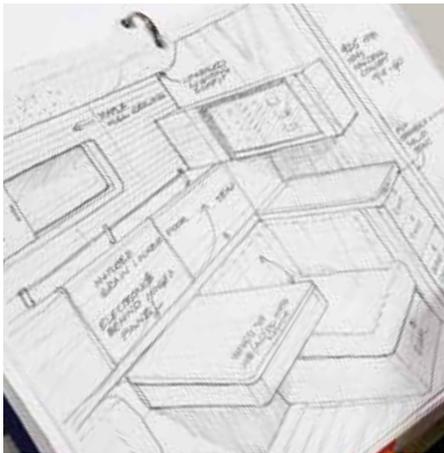
He invited us to the Catalina “skunk works,” his R&D warehouse tucked in a corner of the company’s plant in Seminole, FL (near St. Petersburg). We saw the full-scale plugs being built for the sweeping hull and deck, taking shape under the hands of skilled carpenters. Eventually, from these handsome wooden templates, massive molds would be fabricated, and from them, the new design would become reality.

It was the most exciting Catalina I had ever seen. Like no other before.

The sweep of the side-decks was liquid-smooth. The cabin, a low, sleek profile bordered by wide, clean side-decks. The cockpit, an expansive synchrony of form and function. Altogether, it seemed a break-through look for Catalina ... more modern and more-muscular than any previous. Electrifying ... (and one hoped, fast).

“Gerry,” Mary Anne said enthusiastically, “We want it.”

“But we want Hull Number One!”



Preliminary design sketch

The First

When she said it, I could hear my father's voice echo down the years. He'd always been an "early-adopter" of new technologies of his day -- Polaroid Land camera, 25" black & white TV. But he did not believe in buying "the first one."

The first of anything is, well, probably a bit experimental ... a learning experience for the creator.

And, Mary Anne and I are a couple "of a certain age." We should have wisdom to our credit, right? But, here we were ... ready to sign up for the very first Catalina 425 ever.

We had been permitted to climb over the carefully crafted plywood plug ... admired its distinctly European lines, cleverly incorporated into Catalina's classic American look.

We had listened raptly as Gerry enthused about some of its new and novel features -- clean side-decks with no foot-tripping lines; both sheets led to the helmsman; a self-tending jib; a "chaise lounge" in the cockpit; novel counter-weighted drop-away companion slides.

I joked that Catalina had been saving up all his "goodies" for this boat -- the clever line-storage cockpit well; the central "mechanical room" down below; the space-age deck-to-hull junction, and much, much more.

Well, we wanted it. Never mind mature wisdom. We went for youthful enthusiasm. We were ready to reach out for Catalina's "heirloom quality."

After a little hesitation, Catalina and Massey agreed we could have Hull #1, even though usual practice was to keep the first one for testing for several months.

We felt privileged.

The design was already turning heads since a low-key unveiling at the Annapolis Boat Show in October 2015. Other clients were already lining up. Behind us.

"Let's do it," Mary Anne said with a grin.

When your wife tells you to buy a new boat, can you argue? (smile).

It was clear, as we toured the Catalina plant, that the building standard for the "5 Series" boats introduced in 2009 was measurably above our 1997 vessel. Attention to detail,



Early Design Drawing (Photos by Russ Hoadley)

systems improvements, fit and finish -- all had been taken to a new level. We admired it.

This 42-footer would weigh a full ton less than our 38-footer, systems that were not two decades old.

This advance to more refined design and fabrication was Gerry Douglas' strategy to bring Catalina through the hard times of the ugly "Great Recession." Contrarian as it seemed, he proposed to his two partners -- founder Frank Butler and Marketing Director Sharon Day -- that they build a more-expensive, more-distinctive craft. It would be to exacting ABYC standards, with special safety features like his patented No-Strike Zone bow. This, while others in the industry appeared to be "de-constructing" -- stripping things away, down-shifting to lower-quality systems and accessories -- to save money.

The Right Strategy?

Was it the right strategy? Well, Catalina today does not produce the thousands of vessels each year that it did in the past. But in the depths of the downturn, it never halted production as did some others. The flagship of this new standard, the Catalina 445, introduced in 2009, was a "Messiah boat," in the words of the late Ron Frisovsky, Catalina's longtime sales representative. Some thought it may have saved the company.

The 425 now on the drawing board looked to us like another significant step in this strategy -- a break-through design unlike any previous at Catalina.

"I am very grateful for the opportunity I've had over the years to exercise my craft here," he said softly one day. "I take my job seriously."

"We do things over and over sometimes, experimenting. I know I must be a pain to the crafts-men and -women, but we want to get it right."

And, it's clearly a two-way street. Daily, he gets many good ideas in the plant where his fabricators are cutting, sanding, fiberglassing, installing wire and plumbing, engines and electronics. "They often show us how to do something better."

Doing It Better

"Better" is what Mary Anne and I had a chance to watch during the months of design and construction we were permitted to witness a relatively rare look into the building of a modern fiberglass yacht. At every stage, we were invited to the plant to watch, and each time we came away more excited than before. We were being permitted to witness -- take part in -- the creation.

As the months passed, and we watched the progress together, we pestered: "When do you think it will be finished?"

To his enduring credit, Gerry never flinched. He smiled the shy smile we had come to know and explained what they were doing now. Took our thoughts away from "later."

Eventually, the day came when the pristine white hull was carefully "popped" from the mold. Now we knew we were well and truly on our way.

Gerry and his able design assistant, Jonathan Ames, walked and crawled with us over the emerging boat, as the weeks went by. Never mind the sanding dust, never mind the myriad cables, the equipment stacked nearby, waiting to go in.

This was "like having a baby," Mary Anne reflected one day, smiling.

It Gets a Heart

One big week, we saw the diesel engine being installed ... long before bulkheads or port lights. It was a moment of intense satisfaction. This hull now had a power plant ... a heart, so to speak.

Thereafter, cabinetmakers worked to test-fit bulkheads, galley millwork, bins, bunks and cabinets. One day, we watched as Gerry lifted a cabinet in the main salon that eventually would house the wine cooler. "Too heavy," he turned to Jon. "Let's talk to the shop tomorrow. We need to get some weight out of it."

How Much Does The Baby Weigh?

Throughout the build, Douglas was obsessed with weight. This boat -- though

(continued on next page)

(continued from previous page)

5 feet longer than the C380 – would weigh about a ton less.

As the liner was installed, chunks were carved out where it could be tabbed to the hull to stiffen it, and further save weight. Fascinating.

We Take a Break

In May 2016, we took a break for a month. Raced our C380 to Mexico (the 450-nm Regata del Sol al Sol; 3rd in class) and then cruised to Havana, Cuba, before returning to Key West and a leisurely passage back to Tampa Bay. After this 1,200-nm circuit, we were anxious to see how Hull #1 was growing.

She was doing well -- now on the eve of launch.

She'd been "tank tested" in a big swimming pool at the Catalina plant. Her systems had been run and checked. Looked over by experts. Cleaned and polished.

A Thoroughbred is Born

She'd been transformed while we were away from foal to filly.

A spirited filly.

Gerry invited us over one evening as the sun was setting. We were to see her before she went on the truck the next day to go to the boatyard where she would get her first taste of salt water.

This was a thoroughbred, no question. You didn't need to be proud owners to appreciate her taut, athletic build. As we gazed in the dusk past the scaffolding, she seemed to dance impatiently in her stall, eager for the gate.

Wow. We were in awe.

The official debut of our Hull #1 came at a special viewing in May 2016 for dealers from around the country at an event sponsored by the company at the posh St. Petersburg (FL) Yacht Club.

Soon after, Gerry -- knowing how eager we were to see our new filly -- arranged a special introduction, even if she wasn't fully out of the "training stable."

We Meet Our Filly

It was sundown. He'd had the boat buffed up. Champagne flutes sat on the cockpit table. Aboard were his design assistant Jon Ames, Scott Alexander from Selden Masts, Patrick Turner, Catalina's materials manager and Al Pollak, our salesman with Massey Yachts. The new boat, which would carry the same name as our C380 – *Blue Heron* – pulled quietly at her tethers.

It was a magic moment. Corks popped when we stepped aboard. We sat on the chaise longue in the cockpit. We talked and laughed over the delightful creature we had watched this talented group foil.

We appreciated many little touches we'd never known about The indirect lighting



Russ and Mary Anne Hoadley Enjoy Cockpit Chaise Longue (Photo by Al Pollak)

in the main salon. The colorful party lights changing hue around the cockpit table. The little 8-bottle wine-cooler. The mirror-like teak table surfaces. The queen birth that raised and lowered at the touch of the switch. The adjustable white/red reading lights.

Now too, we got a chance to try the ingenious hideaway companion slides. The clever cutaway stair that permitted the refrigerator door to swing open. The remote-controlled Fusion stereo and, OMG, the dual 16,000-btu air conditioners. Florida heaven.

This was truly a magnificent vessel. Selden's Alexander showed us how to pull out the in-mast mainsail with the electric winch. We dry-tested the self-tending jib. We sat at the twin wheels, turning them tentatively. Started the whisper-quiet 57-hp Yanmar. Started the even-quieter Fischer-Panda 6.5-kw Genset. Lordy, lordy, lordy.

This boat was going to lift our sailing to a new level.

A few weeks later, after her first coat of bottom paint, radar installation and other finishing touches, we had our first sail.

In a 10-knot close reach, flying the asymmetric spinnaker, we tipped the speedo at 8.5-knots. Ahhh ...



February Commodore's Cup Race in Davis Island YC (Photo by Clay McElmurray)

And she handled so smoothly. Tacking was silky. Sight lines from cockpit to bow were extraordinary. The view, panoramic.

What a boat.

Final Touches

In mid-summer 2016, we were almost "there." The bimini-dodger package was one of the last items. Many small adjustments and refinements were made.

Our *Blue Heron* now wore her new name – and a subtle "#1" -- proudly.

Massey Yachts of Palmetto, FL, finalized commissioning, added last-minute items we decided to include. Ed Massey, owner, is the most-detail-oriented yacht broker with whom we've ever dealt.

We stabled *Blue Heron* at his headquarters for a while, to "show off." He and Catalina displayed her at the annual St. Petersburg Boat Show in December, 2016.

Through all this, we got acquainted with her – learning to handle a thoroughbred. We took a couple of "shake-down" cruises, one down Florida's West Coast. Test-sailed her with the editors of various boat magazines. Showed her to prospective buyers.

In an early-February "tune-up" race – a 75-nm overnighter to Venice, FL – with only a crew of three, she placed second after a 14-hour spinnaker run.

We entered her in the 285-nm St. Pete-Habana Race (February, 2017) -- the first St. Pete Yacht Club event to that legendary island since the communist revolution. By the time you read this, that race will be history. We hope to do our filly proud.

Beyond Cuba, who knows?

That's the magic of a sailboat ... the horizons are limited only by one's imagination. And with the new Catalina 425, our imaginations are running wild. ■

About the Hoadleys: Russ Hoadley retired from Louisiana banking in 2006 and wrote a book about Hurricane Katrina (www.hiberniakatrina.com). In the 1970s, he was Executive City Editor of the Daytona Beach, FL, News-Journal and wrote about boating. Mary Anne was a psychotherapist before retiring in 2012. After Katrina, she worked with U.S. Army troops, counseling them and their families in Louisiana, Germany and Kansas. The couple now live in Tampa, FL.

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Change of Course:

The Boat Whisperer

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

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.



At the bottom of the ramp, his eye caught the gentle flutter of a For Sale sign on one of the boats, not three slips down from where they were standing. "Hey, Babe! Look, this one's for sale!"

"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.

The graceful sloop barely noticed a truck pulling in to a place in the marina's parking lot, since so many had already arrived that day, with families piling out, carrying food, and supplies for their boats. No one had stopped to even glance at her, all alone in her slip.

In the truck, Ole Old Engineer pushed the shift lever up into park, set the emergency foot brake, and shut off the engine. He looked over at his wife and constant companion, "The Admiral", and smiled gently. "Hey, baby, thanks for indulging me for a little while here." His long-suffering wife smiled back, and said, somewhat with tongue-in-cheek, "It's all right, hon', we just came to look, right?" "Um, sure, sure! I just want to look. Remember, the only time I took you out on our new daysailer, you said we needed a bigger boat, so there are lots of them here. Let's take a look, and see what bigger boats might suit us better. Just for planning purposes, of course." Ole opened his driver's side truck door, stepped down to the ground, closed the door, then walked around and opened his wife's door, giving her a hand down from her seat. The two walked down the ramp to the floating docks hand-in-hand, as Ole began to point out the different makes and models of the boats moored at the marina. At the bottom of the ramp, his eye caught the gentle flutter of a For Sale sign on one of the boats, not three slips down from where they were standing. "Hey, Babe! Look, this one's for sale! A sloop! She's at least a 20-footer!" Ole stepped closer, and saw the somewhat faded badge on the cockpit coaming. "Whoa! A Catalina 25! A 25-footer! Baby, Catalina is a very well-known brand! They've been making sailboats for years!" Ole looked closer, "cool! She's a pop-up! Like a camper, hon'! I wonder how much they want for her? Ole hurried to the bow where the For Sale sign hung on the pulpit railing, and his eyes got big! "Baby, look! Only that much! We can do this!"

The Admiral resisted the temptation to roll her eyes, sighed and smiled gently at her husband, secretly pleased that he had found something that would make him happy and get him out of the house, a constant concern for her since his heart episode a year ago. She took out her cell phone, aimed it at the sign, and snapped a picture. "There, hon', I have the phone number and asking price, we can go home and talk about this, and call the owner for an appointment to inspect the boat, 'kay?" Ole responded enthusiastically, "you betcha' Babe! You head back to the truck, I'll be there in a bit..." Ole couldn't tear his eyes away from the sleek lines of the boat, but as he looked closer, he could see dust and dirt, spider webs, mold and oxidation, all evidence that the boat hadn't been cared for in a long time. Ole gently placed a gnarled hand on the boat's pulpit rail, and muttered to himself, "poor baby boat! Nobody loved on ya for a long time, eh?" Suddenly, Ole heard a

soft, liquid feminine voice in his head: “no sir, my owner has not visited me in such a long time! I am so lonely! I am for sale ...” a hopeful tone came into her voice, “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 ...”

Ole snatched his hand away like the pulpit railing was red hot. “Dang! Here we go again! First it’s my motorcycle, now this boat! I mean, I finally got used to Ramona (author’s note: a 1995 Suzuki Boulevard S83, in the story “Spirit Bike”) talking to me, but now a boat?” Ole stopped, and thought for a moment, then gingerly laid his hand back on the pulpit rail. As he did, he heard quiet sobbing. “Ah, nuts! I am such a sucker for tears... hey, here now baby boat, hush now, it’s gonna be ok.” The sobbing subsided, with only an occasional snuffle to break the silence. “Let me talk to the Admiral, and see what we can do. I believe we can buy you, just be patient. By the way, do you have a name? Mine’s Ole.” Once again Ole heard the soft liquid voice in his head, “yes sir, err, I mean, aye-aye Captain, my name is *Pualani Nui*, Pu for short, sir, and I promise I will be a good boat for you and the Admiral, sir! Aloha, and a hui hu, sir. Hurry back, please!”

Spring Cleaning on the Potomac

Ole Old Engineer carefully stepped on board, both hands full of cleaning supplies. ‘OK, sweetie-boat, its spring-cleaning time!’

“Careful, Skipper! You ain’t as young as you used ta’ be!” A gentle, liquid voice echoed in Ole’s head, emanating from *Pualani Nui*, Ole’s Catalina 25.

“Ah, relax Pu, I’m doin’ just fine, in spite o’ my advanced age and decrepitude”, Ole snorted. Ole placed the supplies on the starboard cockpit seat, then proceeded to unlock the cabin hatch and the port cockpit lazarette, or “dumpster”, as it is commonly referred to, pulling the cabin hatchboards up and out, and carefully stacking them next to the supplies. “Dang, *Pu*, these boards sure are showing their age. I just oiled ‘em this past fall, right after we bought you.” “The sun takes its toll, Skipper”, Pu sighed. “Aye, ain’t it the truth. Well, here we go, everything comes out, lass, so’s I can get to all that nasty mold buildup in your cabin.” “Everything!?” *Pualani Nui* squeaked”, and Ole thought he felt the cockpit sole tremble slightly under his feet. “Yup! Everything. Cushions and all. Just relax, baby-boat. Lots of mold and stain remover, lots of elbow grease, and you’ll be



all shiny clean inside, ready for the first sail of the season.”

Thirty minutes later, Ole stood at the top of the companionway, and snapped a picture of the cabin with his cellphone. “EEEEK!!! Skipper! I ... I’m naked! And, eww! Dirty too!” Ole chuckled softly, “Aye sweetie-boat, that you are. Now just relax, and let me clean you up.”

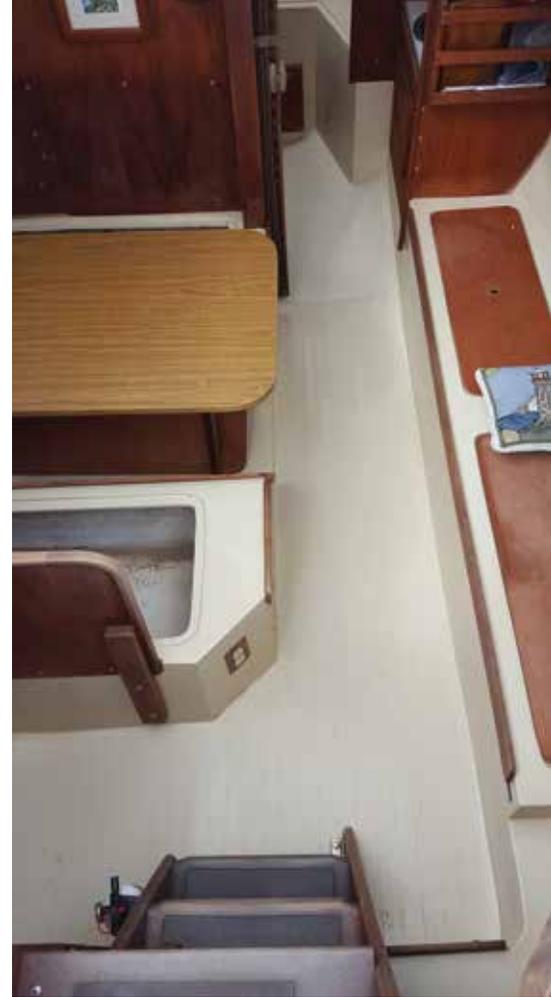
Six hours later, Ole dragged his weary body up the companionway steps, and snapped a final picture with his cellphone. “EEEEK! I’m, I’m still naked! Skipper, please hurry up and clean my cushions!” “You betcha’ *Pu*. Your cushions are loaded up in the truck, and I’ll spread ‘em out in the garage when I get home, and vacuum and shampoo them right quick. They’ll be back on board in no time at all.” *Pualani Nui* replied with a soft resigned tone, “Aloha E, Skipper. A hui hou. Hurry back, please!”

Ole smiled, “Aloha, sweetie-boat. Stay afloat now, hear?”

To be continued ...

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*.



Sailing's Must-do List:

A Trip to Maine on *Cat's Whisker*

By Trevor Lambert • CM440

***Cat's Whisker*, our Catalina Morgan 440 (hull #26) was all prepared for a trip leaving in the early hours to go as far north as possible on the way to Maine. We expected to depart early from Marion, Massachusetts, through the Cape Cod Canal and pick up the current so the boat would get off to a speedy start traveling at over 11 knots.**

"There is going to be a squall going through here in an hour," Brian said looking at his iPhone. Jennifer and I invited Brian and Janet to join us on the trip to Maine, as their boat had a transmission problem that would have to wait for another season. They had come over the night before, and it was good to have them with us and to get this weather information as the sky was clear.

We had a leisurely breakfast and then the heavens opened up. Suddenly, there was 35 knot winds running through the harbor with white caps! Hundreds of boats in the harbor were tugging at their moorings like a pack of wild dogs on leashes. Then all at once it was over.



Cape Cod Canal

Morgan factory some 40 years ago. In the old Morgan factory, we were amazed at the Chinese writing everywhere, as the fine carpentry was made by Taiwanese living in Florida. It was great to see our magnificent boat go through the various stages of construction. At the time, we changed the galley design to include more cabinet space as Jennifer is a good cook and needs more room for spices, etc. to make her magical meals. We relocated the microwave oven to the lazarette workshop.

We left early in the morning, rounded Cape Ann, pointed the bow north, and reviewed our options for a destination. The wind was still from the southwest, and we chose to point toward Boothbay, Maine 95 miles away. Boothbay was a very pleasant but busy holiday location, with gift shops, restaurants, and t-shirts. There was a big, ugly rusty merchant ship anchored in mid harbor and the rumor in town was that Camden put it there in order to win the prettiest harbor award! We had breakfast ashore at the Ebb Tide Restaurant. Later, we managed to dinghy over to the Lobster Dock and enjoy the local fare! There were several fellow cruisers at the Duxbury Cruising Club at the time, so we managed to share notes and have a get-together. That is one thing we like about the CM440, the cockpit is huge with comfortable seating for the whole club! We refueled and did laundry at the Carousel Marina to ready for the next day.

Heading further east the next day, we crossed Muscongus Bay and stopped at Egg Island to admire the puffins swimming in the water. Carrying on east through Port Clyde to Vinalhaven Island, we rediscovered the unspoiled beauty of Seal Bay. Seal Bay a serene spot left as nature meant, with no sign of human activity except for the three sailboats on anchor. It was good to have electronic Raymarine charts, as there were rocks everywhere, but you could easily find a route to the inside lagoon. The tides were more extreme than we are used to, requiring at least 100 feet of chain, but the anchor was in good holding ground.



After a belated start, we motored to the canal to find we still had some favorable current. We have experienced that a plan is one of the most dangerous things on a boat and also makes sure you hardly ever sail! So, the plan was not to have a plan but to see how fast we could get "down east" toward Maine.

We had a number of choices but could see the southwest wind was perfect to make Gloucester by nightfall. We called ahead to Brown's Yacht Yard and were pleased to have a mooring booked for our arrival. It was unusual, but on arrival, the Brown's said that since we were leaving early the next day that the mooring fee was on them! We were thinking of going to the Rudder Restaurant (accessible by dinghy), where we had great meals previously, but due to our late start we prepared a meal on board in our galley.

We saw our CM440 being built in 2005 at the factory in Largo, Florida, close to where our house is in Bradenton. The factory is where Catalina makes their larger boats and was once the original



Maine Sunset

We then moved on towards Northeast Harbor on Mount Desert Island. We passed Stonington and Merchant's Row. This is where you can have problems with lobster pot lines. They use a system of toggles where each pot buoy has a second buoy line intended to be used to pull the pot up. We have installed a line cutting disc that is wrapped around the shaft. If you get caught up, it simply cuts any lines in the way. The Cat's Whisker also has an Autoprop self-adjusting pitch propeller. Autoprop is an English design that has been used extensively in the North Sea oil fields and won the Queen's Award for Technological Achievement in 1999. It is an amazing device that uses the thrust and shaft speed to effectively turn each of its three blades to the optimum pitch. It supposedly saves 30% on fuel and effectively changes gears when in a heavy sea.

Northeast Harbor was crowded with boats, and we were lucky to get the last mooring available! The National Park on Mount Desert is a wonderful place to explore. They have a system of free propane-driven buses crisscrossing the island, which is a big plus for visiting boaters. We took a trip to Bar Harbor across the mountain, passing many attractive hiking spots along the way. It was also a time to get connected with WIFI and communicate with the world and to visit Cranberry island by ferry. They were having a special day with everyone in this small community up and about with several side shows and food offerings.

We planned to leave in two days, but the weather forecast was showing some bad weather coming in. It was time to leave. We had some local knowledge that a nice harbor on the west coast would provide us with protection. So off we went to Sawyer Harbor, a small inlet tucked in on the west side. The next day closed in with fog, rain, and mist and we could just see the windjammers ghosting by the entrance to the bay.

The weather was very pleasant the next day and we decided that we would sail where ever we went. We ended up at the Wooden Boat Club to see an enthusiastic group trying to keep the tradition of making

(continued on next page)

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(continued from previous page)



Sawyer Bay

wooden boats alive. Despite having a plastic, non-leaking boat, they let us have a mooring as we looked over their place. That evening the night sky was very clear, and we were able to see shooting stars.

The next day we headed up the beautiful Eggemoggin Reach to Buck's Harbor. We managed to sail all the way against a slight breeze tacking all the time. We then headed further north to Belfast with a freshening wind. It was quite a sight to see the New York Yacht Club coming in the opposite direction towards us from Belfast under full sail. It was one of our best sails with *Cat's Whisker*, and she exceeded her 8-knot hull speed!

Belfast is a wonderful town with a lot of activity. We had a demonstration of the Front Street Shipyard boat lift that can handle 440 tons. It's one of the biggest on the east coast and, controlled remotely, swings huge boats about like they were toys in a playroom. We had a good time in Belfast and met up with several fellow club members. You get free beer with a haircut there! But who wants to drink beer in the morning? The town has very good facilities with co-op grocery store, laundry, and boatyard support. We found that pumpout stations are few and far between and were pleased that we have a 50-gallon holding tank on our CM440. We also learned that with 20-foot tides and pumps located on land, it is best to use them at high tide!

Then onto Potts Harbor—a lagoon with islands all around in all directions—and again, a fabulous meal at the Dolphin Restau-

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rant. Potts Harbor was fun and served free coffee and a blueberry muffin in the early morning to all their moored boats. Quite a treat! It was a good place to kayak in between the islands.

We then started pointing south for the trip home. It was getting foggy as we left, and pretty soon we were on our own, with just the radar and the Raymarine electronic charts to tell us we were on course to Long Cove. I like to overlay the radar picture on top of the chart image. To do this with confidence you need to change radar azimuth bearing to offset the boat's yaw. Due to currents and sailing side slip, the heading shown does not line up with the direction the boat is actually going and shows an inaccurate overlay. Once the overlay is corrected, you see the chart buoys with a radar reflection on top, giving you confidence in the system.

Long Cove on Vinalhaven Island is a very quiet inlet and a restful place. The galley gave us an excellent meal that night, and we had a restful sleep on a mooring. The next day was a day of motoring westward back to Boothbay to refuel for the big trip home. We made it to the Isles of Shoals that night and left early the next day. We managed to go all the way back to Marion that night. We had fair weather, saw Minke whales on the way, and managed to sail across Cape Cod Bay, but most of the last leg was motoring.

The boat performed excellently and a good time had by all.



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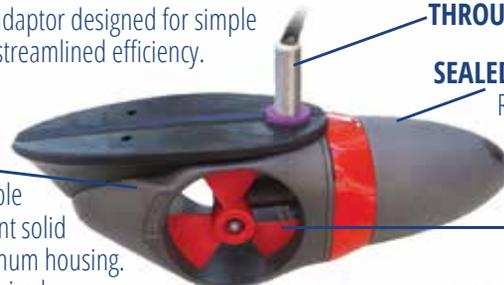
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View From The Bridge:

So, Is Your Boat Your Home?

An interesting question, indeed!

By Frank Falcone • C400/445

We have a wooden plaque in the galley on our boat which reads, 'Home Is Where Our Boat Is'. Is it really? My wife purchased that plaque and placed it in that location, secretly convinced that it would make me happy. It does! Last summer our grandchildren were referring to our boat as a 3 story house.



"The 'basement' is where the beds and the kitchen are located", they told me. The first floor is the cockpit and the second floor is up on deck. From their perspective, a sense of security, while aboard, is founded in the unalterable belief that the boat is, most certainly, a house.

But, I wonder if this sense of security is restricted to children only. I often hear many of my boating colleagues say something like, "If this thing never leaves the slip, I'm good with it". I'm convinced that this thinking is not only based on a fear of the water, but rather, more deeply, on the inherent, normal and eternal desire for a 'home', an anchored, immovable spot on the face of the earth where we can always go, especially when our lives become a bit 'unhinged'. It's only natural for us to want a roof over our heads that's reliable and a dwelling place that's comfortable. And, this is true for all creatures not just those of us classified as humans. Just watch the birds in the spring work very hard on their homes. With great care they chose the location and work tirelessly to build the nest, their anchored spot on the face of the earth, just right!

OK, so then, "What's the 'boat thing' all about? If we just want to be secure all of the time and we're looking for a 'get-away', why not just buy a condo at the seashore or up in the mountains? That seems to fulfill all of these 'nesting' tendencies while still offering another place to go and a change in scenery.

I think, we, as boaters, find ourselves forever torn between constructing, for ourselves and our families, an anchored existence of security and the quest for true (and I really mean true) freedom which can only be found 'at sea'!

It seems to me, after boating for some 49 years now, that the 'boat as a home' idea is based on 2 other deeply seeded characteristics in those among us who choose to own boats. First, there is something basic, foundational, and original about being 'on the water' and simply looking out toward the horizon over the unobstructed water surface. Even when our boats are resting quietly in their slips, there's a 'least common denominator' aspect about being there, uncomplicated and basic. As we've been taught, somewhere along the line, we slithered out of the sea and 'evolved' into what we are now. Perhaps, that sense of peace and simplicity associated with 'being on the water', is a harkening back to our primeval beginnings, a calling back to our true home, the sea.

Secondly, there is the unquestionable desire, which many of us boaters share, to explore over the horizon, to cast off our dock lines, to break free from whatever shackles confine us, and to, with a sense of reckless abandon, declare our boats 'truly' our homes on the open waters of the world as we embrace true freedom!

For these 2 reasons, I think, we, as boaters, find ourselves forever torn between constructing, for ourselves and our families, an anchored existence of security and the quest for true (and I really mean true) freedom which can only be found 'at sea'!

So, is your boat your home? Whether you think of your boat as a 'condo' in the water forever to be secured with your dock lines never to be moved except for an occasional or seasonal bottom paint job, or you think of it as the vessel of eventual freedom, freedom from all of the things we've, ironically, built in our personal worlds to seek security and limit our freedom, the answer is **YES, it is!**

For many of us, it seems to me, these extremes are just that and we view our boats as combinations of the never ending struggle between the search for security and the search for freedom. Perhaps, as we ponder these issues more deeply, we can learn more from our feathered friends. Although they work most diligently to build the perfect nests for their yet to be born families, after the birth of these offspring, they all (mom, dad & children) leave their well constructed nests (their anchored homes) and set off in a world of insecurity and wild freedom. Our boats offer to us this life fulfilling combination of security and freedom. Let's strive in our boating lives to try to achieve both. If we do (and it might take a lifetime of struggle) then, indeed, our boats are our homes! ***Stay safe out there (and in your slips)!***

—Frank Falcone

Frank Falcone is a retired Captain, USN, a registered U.S. Coast Guard Captain (6 pax), Commodore of the Catalina 400/445 International Association, and a lifelong sailor.

By Joe Rocchio • C470

ICW Clearances

Onward had just returned to the U.S. from a five month sojourn of sailing outside of US waters. So, with that perspective, I happened upon a US Coast Guard vessel visiting a nearby pier.

I just had to stop by to thank the crew for their service to our country and for the great job the USCG does for our community of sailors. Post 9/11 their mission has grown more than the resources available to execute it. With that thought, comes a warning to C470 owners: DO NOT make the assumption that the fixed bridge you are approaching with the purported "65-ft. vertical clearance" is really safe for you to transit and that the USCG is aware of clearance problems.

If as a good and prudent skipper you have consulted this week's USCG Local Notice To Mariners and checked on the status of that fixed bridge, you may have found a statement to the effect that there is ongoing maintenance of the span over the navigable channel but: "the contractor shall maintain full vertical clearance for at least one-half the width of the navigable channel". Sounds safe? NOT!

The problem is that while the USCG may establish the requirement for the contractor to do this and then publish the LNTM, they do not monitor the implementation. It is the state highway/bridge authorities that let and supervise the contracts. Almost universally, these authorities seem to ignore any responsibility for supervising adherence to the vertical clearance requirement – and the USCG DOES NOT have a program to hold them responsible for this critical safety issue.

The safety issue is often subtle: the contractor cavalierly stretches horizontal steel cables across the channel to assist their work and/or carelessly dangles ropes, wires, or steel cables randomly across the channel – oblivious to their threat to the safety of a transiting sailboat mast. This problem of cross-channel cables is infamous because the wires are extremely hard to see within the dark gloom under a span – even when the prudent skipper searches with binoculars.

Over ten years, *Onward* has transited the Intra Coastal Waterway about 20 times and has had its masthead equipment damaged three times due to this wire problem – in spite of consulting the LNTM, carefully inspecting the area beneath the span via binoculars, traveling at engine idle speed, and asking friends with lower air drafts to go ahead and report the

conditions from underneath the span. In one case, an effectively invisible cable had reduced the clear vertical height to 63' 1.5" (destroying everything at *Onward's* masthead); Note; this was only 1.5" above impact on the mast, which could have brought it down.

AND, if due to this contractor malfeasance your vessel receives damage, DON'T expect any help from the USCG – they are too busy with the rest of their mission to spend the time on your problem. Actually, on the above cited occasion, I was actually chastised for not reporting the problem to the USCG at the time – with the VHF antenna destroyed and me, as a single-hander trying to make sure the vessel was able to continue safely! (I did report to both to both USCG and the Florida highway authority via cell phone as soon as it was safe to do so in order to warn other sailboats.) So I'm afraid that when it comes to transiting a fixed bridge span undergoing maintenance: Caveat Nauta...



USCG helicopter on patrol at Rum Cay, Bahamas, stops by to chat with SV *Onward* (photo by Joe Rocchio)

Note: as a result of this and allied issues, I created the public service website: www.icwcruisersguide.com where, as I am able, I post photos of ICW fixed bridge approaches that show the bridge fender timbers and vertical clearance boards, tide data, as well as *Onward's* transit experience (using my air draft feeler gage – the tip of the VHF whip at 65.75').

Tech Notes

Q&A for Your Catalina That's Been
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CATALINA 470 NATIONAL ASSOCIATION

C470 Compression Post Access Hole



C470 Association
Technical Editor
Joe Rocchio

In the days of yore – wooden ships, iron men, etc. – a ship's mast had a simple job: hang the sails aloft to catch the wind. In the era of the digital yacht, the role of the mast has evolved such that it seems to be as much a wiring conduit and elevated mount for sensors, antennas, lights, and cameras. The Fall 2016 C470 Tech Note described the installation of a wire access panel at the base of the mast just above the mast step to facilitate dis-

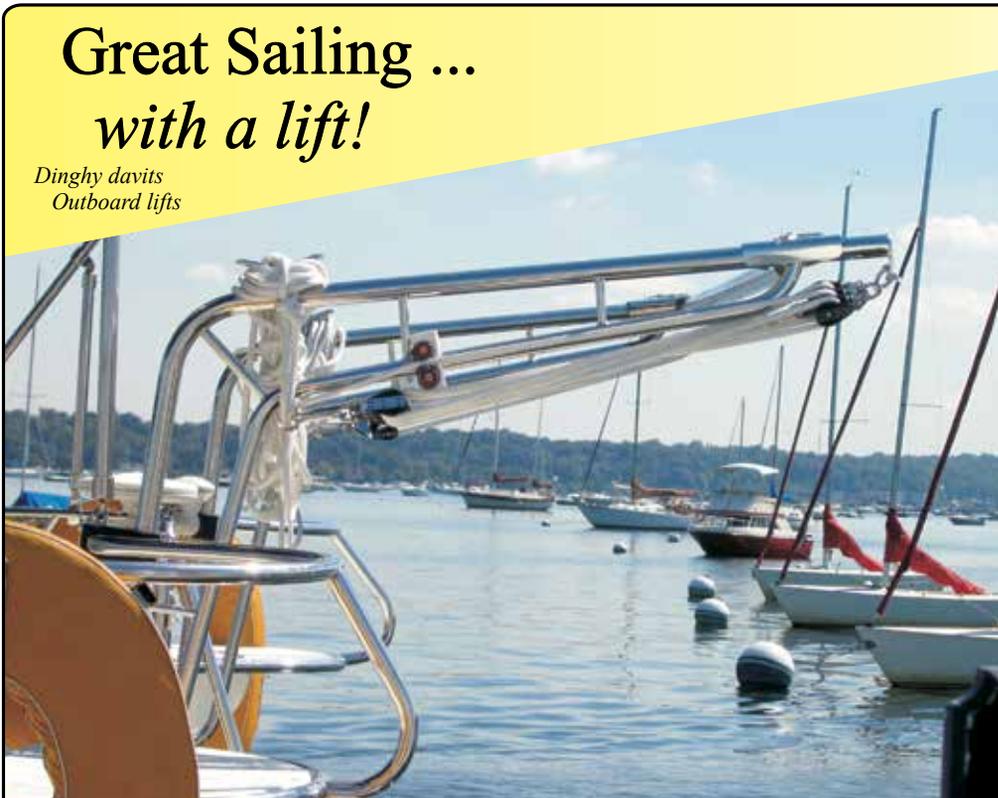
necting the in-mast cables when un-stepping the mast during the seasonal ritual, for some, of decommissioning. This sad event does have the benefit of enabling regular access to the interior of the "vertical wire trough & electronics mount". For those of us who are fortunate enough to be able to avoid the annual ritual, updating in-mast wiring is a challenge.

Recently, I found it necessary install a new in-mast VHF coax antenna cable due to damage from a problematic fixed-bridge transit (quite a story for another time). The VHF antenna had been sheared off leaving a very short stub of cable coming out of the masthead. A splice (difficult to effect at the

masthead) to a short cable was necessary to connect to a new VHF antenna. The splice worked for a couple of years, until Onward arrived in Long Island Sound for its 2016 summer cruise of New England. Salt water had apparently penetrated the splice rendering the VHF usable only for short ranges. With an extensive schedule of port visits and cruising guests planned, there was no convenient time to un-step the mast to effect a new VHF coax cable installation. I purchased a 100' length of high quality RG213U coax with factory-installed PL-259 connectors at each end from DX Engineering. My intention was to find a clever way of getting it from the bilge to the masthead without un-stepping

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C470 Compression Post Access Hole

the mast and, if that failed, to run it up the exterior of the mast to provide a temporary fix for the long-range VHF communication Onward's cruising requires.

The saga of trying to implement this plan started in Port Washington on Long Island and continued through many ports and anchorages to East Greenwich Yacht Club. By this time, I'd been up to the masthead several times, gotten access to the interior of the mast by removing the masthead cover plate (don't travel without a battery-powered impact driver/drill) and then convincingly demonstrated to myself that the existing coax cable could not be used to pull a replacement through from either the bilge or the masthead.

Attempts to use an electrical wiring snake to go from the bilge up to the base of the mast on deck were unsuccessful as were those to run the snake in the opposite direction from the topping lift exit port down the mast, through the step, down the post, and through the compression post base. By this time I was thoroughly frustrated and was kvetching to a couple of sailing buddies when a comment by one of them caused me to look at the problem from a different perspective.

The C470 mast is stepped on deck and the load is transferred to a 6" diameter heavy-walled aluminum tubing compression post down to an aluminum base molded into the box grid of the hull. Access to the post base is gained through the forward-most bilge compartment in the salon. There is a ~2" diameter hole in the aft face of the fiberglass box beam under the post base that has an 90° tubing elbow on the interior to direct wires upward through the base into

the compression post. At the mast step on deck, there is a hole where the wires emerge before being directed into wire troughs in the forward section of the mast.

My friend's comment led me to consider breaking up the problem into segments. First step: I carefully and very slowly drilled a ~0.125" dia. test hole in the base of the compression post (see photo, ~7" above the deck and ~1" aft of the starboard vertical centerline). The wall thickness was about 0.75". In several stages, I slowly drilled out this hole (taking great care that the drill bit barely penetrated beyond the tube inner wall so as not to damage the cables inside) to a final ~1" diameter, large enough to allow a PL259 connector to go through.

Second step: I was able to run an electrical snake from the wire exit port in the bilge up into the base of the compression post. There I snagged the tip of the snake through the new access hole and attached a messenger line that I pulled back into bilge.

Third step: I went up on deck, and after many tries, was able to run the snake from the topping lift mast exit port down the mast, through the mast step, and into the compression post. I again used the access hole to snag the tip of the snake and attach the first messenger line. On retrieving the snake there was now a messenger line that went from the bilge to the lower part of the mast on deck.

Fourth step: From the masthead I lowered a weighted messenger line to where it could be snagged at the topping lift exit port. Now there were good messenger lines all the way from the masthead to the bilge! Wonderful! Note that since the wire troughs are part of the mast extrusion, there is essentially no way to run a new cable through them. This necessitated running the new coax in the larger space where the halyard lines run. This isn't the best practice but I had chosen RG213U coax cable for its better low-loss transmission characteristics and this had the added benefit of a stiffer, more-robust, larger diameter cable that was unlikely to cause problems with the lines running internally in the mast. Also with furling sails, Onward's halyards don't get a lot of use.

Fifth Step: I used the lower messenger line to pull one end of the new coax cable up to the topping lift exit port in the mast. There I used the upper messenger line to pull the new coax all the way to the masthead where I attached it to the VHF antenna. Just below the point on the coax where it exited the masthead, I wrapped it with heavy walled water supply tubing for protection and used a series of cable ties to support its weight. Once the new cable was connected to the VHF: Communications Bliss! A solution until Onward stops wandering enough for the mast to be un-stepped. **—Joe Rocchio, jjr@onward.ws**

Safe Journey: New Safety Items Update!

By Bill Martinelli • C470

Last issue I wrote an article, that was featured in the Safe Journey Column, about some new equipment I installed on *Voyager*. Since then, Yacht Protector has added a couple new sensors to their line: the Relay sensor, Temperature sensor and the Dometic sensor. The Relay sensor will allow you to remotely turn on/off other equipment on your boat. The Dometic sensor will allow you to remotely turn on/off and control a Dometic air conditioner or reverse cycle heater. This has real appeal to me as it would allow us to cool down *Voyager* three to four hours before we arrive from driving back to hot Baja Mexico. You can read more at www.yachtprotector.com.



The Dometic sensor will allow you to remotely turn on/off and control a Dometic air conditioner or reverse cycle heater.

CATALINA 42 NATIONAL ASSOCIATION

Generator Installation on a Two-Cabin C42 Mark II



C42 Association
Technical Editor
Gene Fuller

In this issue we highlight a major upgrade project to the electrical system, the addition of a generator set.

Wayne and Patti Boese have cruised extensively on their C42, *Sundown Lady*, which is a 2003 model. They are currently located in southwestern Florida,

where good air conditioning is quite important for on-board comfort year around. Thus there was a need for a generator set provide the electricity when away from shore power. Wayne did much of the work himself along with designing and supervising the entire project. **-Gene Fuller**, gefuller42@comcast.net

There have been numerous conversations on the Catalina 42 discussion forum regarding generators, with several types of installations outlined. Here is what we did on *Sundown Lady*. I installed a Phasor Marine, Model K3-7.0KW PMG. The generator runs two air conditioners (16000 BTU and 6000 BTU), coffee pot, TV, battery charger, and microwave without any problem. I did all the prep work myself and had a Phasor Marine dealer install the actual generator set.

I researched a lot of generators for my application and narrowed it down to the Phasor Marine generator. A few attributes that led me to purchase the Phasor Marine generator were:

1. Small physical size for the output watts.
2. Phasor uses a Kubota diesel engine, which is noted for reliability and is very common if parts are needed.
3. The Kubota engine operating speed is 1800 RPM which makes it sound quieter.
4. The generator set is mounted to a stainless steel drip pan which makes the installation process much easier.

For this project my objectives were:

1. Keep the weight on the centerline
2. Provide easy access for maintenance and service, with the understanding that it is rarely easy to get at anything on a boat.
3. Avoid drilling another hole in the bottom of boat.

I installed the generator where the water heater had been located aft of the engine. In the C42 discussion forum I noticed a few owners had installed a generator in this location so I knew it was possible.

To accomplish this installation:

1. I relocated the water heater to a shelf I built in the port lazarette and replumbed it with new hoses from the engine and new water lines from the water pump. The electric feed wasn't a problem. I rerouted the wire and had just enough to make an electrical connection.



New shelf for genset

2. The next task was to increase the size of the engine room access door by 6 inches. A new door was required. I had one made from starboard from Boat Outfitters. Enlarging the door made it very easy to get the water heater out.
3. Using marine grade plywood, West Systems resin, fiberglass matt and of course 3M 5200, a new shelf was made to support the weight and size of the generator.



Larger engine room door

4. I installed the exhaust port on the aft port side just above the water line
5. For the water muffler, I built a shelf and installed a Vetus NLP waterlock muffler near the rudder post. Then I ran the exhaust hose to a Vetus NLPG siphon / silencer muffler above the water line. I like the Vetus products for this project because of the adjustable in and out exhaust hose connections.



Vetus NLPG muffler

6. For the generator cooling raw water intake, I relocated the aft shower sump outlet and combined it with the aft head intake through hull using a Y-valve and check valves. From the now free through hull, I ran the required 3/4 inch wire reinforced hose to a water strainer located just inside the engine room access door.
7. Got to have fuel! I installed another fuel line pick up with a shutoff into the diesel tank. I purchased the fuel pick up assembly from Boyd Welding. The fuel line was then run to a Racor fuel filter water separator, then to a fuel filter, and to the generator.
8. On the electrical side, for the generator AC output I ran a pair of wires to a new panel I made under the standard breaker panel. I installed a Blue Sea PN 6337 2 position plus OFF 4 Pole Switch (Generator – OFF – Shore) and a Blue Sea PN 8247 Digital Multi meter to monitor voltage, amps, and frequency of the generator output.



Addition to electrical panel

9. For the generator start battery, I used house battery # 2.
10. The final step was the actual installation of the generator. I had the marina physically install the generator in the

boat. Using a crane, and a jig they made with rollers, they set the generator in the boat on the jig and rolled it in place and secured it to the shelf. The marina added an anti-siphon to the cooling water line, hooked up the fuel line, and connected my wiring.

11. The generator came with a remote start switches, but no gauges for temperature or oil. So, with a small piece of star-board, I added a couple of gauges and made a remote start panel. I mounted this panel in the galley area near the access panel door.

This was the biggest project I have done on the boat but it was worth it. I received great advice from many people on the C42 discussion forum as well as from boat shows and the internet. If you have any questions, please feel free to send me an email. **-Wayne Boese**, wayne_boese@comcast.net



Genset in place

A few attributes that led me to purchase the Phasor Marine generator were:

1. Small physical size for the output watts.
2. Phasor uses a Kubota diesel engine, which is noted for reliability and is very common if parts are needed.
3. The Kubota engine operating speed is 1800 RPM which makes it sound quieter.
4. The generator set is mounted to a stainless steel drip pan which makes the installation process much easier.

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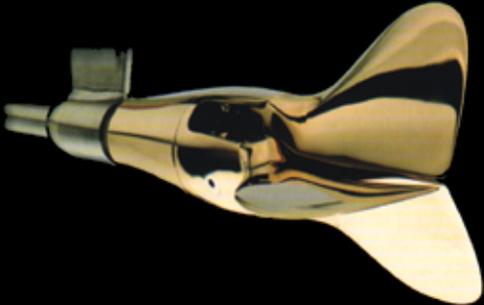



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CATALINA 400/445 INTERNATIONAL ASSOCIATION

The West River Race and Lessons Learned



C400 Association
Technical Editor
Olav N. Pedersen

Special thanks to John Schafer for submitting this article.
—**Olav N. Pedersen**,
olavn@gmail.com

“SHE SAID YES”! Sailors, you know what this means. Getting the affirmative answer to marriage, will be the second happiest day of your life. The best day of your life is when the one you love says YES to your dream boat. For me, she said yes in May 2016. *Velocity*, our 445 is new to our family. The previous owner understands my joy, as hull no. 54 was in new condition because of their love for the vessel. Even before we took position of her we knew racing was in her future. I hail from Lake Geneva Wisconsin, my father currently 80 (see photo), still races on that lake and he was the one who introduced me to racing.

Velocity, sails on the Chesapeake Bay out of the Herrington Harbor Sailing Association, and in October we entered the West River Race from Herring Bay to Pirates Cove in the West River, thirteen miles a little starboard of due north, then hard-to-port for a six mile crab pot, shoal and channel marker obstacle course. We received a PHRF (Performance Handicap Racing Fleet) rating of 132 with a max crew size of thirteen so we loaded her up with ten (5 couples), including my father and his wife of 72.

I was thinking that ten might be a bit much, but the day of the race winds were 40 knots with a Fresh Gale out of the north that morning. Wind Alert. My go-to weatherman predicted 30 – 35 at the gun so we decided to go for it. Step one – refill the water tanks that were emptied in race prep the day before because we would need all the ballast we could get. Step two – install the dodger glass. The crew needed to be dry or the 13 mile beat in 30 plus wind was going to be a nightmare. Step three - brief the crew and dole out grinders, navigator, tailors, tactician, timer, and the pit crew. Final step – pick the type of start we wanted to shoot for and reef. During the prerace maneuvers we rolled the 135 out 75 percent and the main was out 90 percent. We had a little helm but the winds were no longer gusting to 35 knots so we kept her as is. Sea state was 3 – 5 feet, coming right down the bay on our nose.

We watched PHRF A-1 and 2s struggle for the pin, then the same with the B1 and 2s, so we decided to go for a midline start and since we had to make a lateral distance of three miles east, in the thirteen mile beat,



Hard Dodger with 600w Solar Panels

we would not tack until we ate up the three miles. The thinking behind this was if we were to tack on a shift, we would have to cover that distance again on the next shift and we wouldn't be making any of the eastern headway we needed. Our midline start actually had us in good position as we were on a port tack and the leeward boat heading northeast. Shortly after the start we buried the bow off of a 7 footer, the largest wave I have ever seen on the bay. She went through the wave with little effort confirming the extra water was the right move. Our speed was 7.5 knots even after the wave. Then we started to move as we passed 8.5 knots, hitting 9's consistently. Within the first 10 minutes we knew we had a very fast boat and she was living up to her name *Velocity*.

After 40 minutes we were ready to make our first of twenty or more tacks. And so the learning process of racing a 445 began.

Lesson one

We have Harken electric winches but they are only single speed. We discovered that we need to actually grind for faster tacks. Trimming was great for the electrics and it made for a comfortable ride with ten people. To trim the sail you just had to release or push



Factory Cleat for Main

the button. I am sure my crew will appreciate me no longer telling them to get into a “proper athletic position” to grind.

Lesson two

With a hard dodger and Bimini on (see photo) we took a strap-on wind indicator from a Scow and put it on the hand hold center above the hard dodger. It was a great reference for the crew as it was difficult to see the top of the mast.

Lesson three

The factory Jam Cleat is useless for the main. We had to use the starboard secondary winch to keep the main in place. (I've already purchased a Clam Cleat and was told by the factor rep that there is an aluminum plate on both sides of the deck. During the manufacturing process they place them under the fiberglass, so just drill and tap.

Lesson four

If you are going to race a 445, get leads on the cars. This will allow you to adjust them from the cockpit. Everyone felt a little trepidation and we had spouses on the rail trying to move the lee car in the wind.



The Better Half of Couples Racing

Lesson five

Helmsman has to drive only... Any distraction, and the lee helm would head us up and we would drop speed. On numerous occasions we found ourselves at a 33 degree awa (apparent wind angle). Heading up even a tad would significantly slow her down.

Lesson six

The previous owner had the Ray Marine E120W Multi-function Display mounted on top of the cockpit table and it was much easier for the navigator to use as opposed to the original position below the table.

Two hours into the race, just before making a hard port turn around the channel marker to the West River, the wind dropped to 25 knots. So we shook out the reefs. The main was easy. Releasing the main, maintaining two wraps on the primary allowed the main to be rolled all the way out.

Rolling out the Genoa was another matter. As the roller line feeds port aft, we went to a starboard tack in an effort to keep the sail, the primary and the cheek clutch in view as well as keeping the three people rolling it out within ear shot. Using the electric winch was a must for this and my dad at 80, worked it well. One person standing behind the port helm readied the foot block. The second person tailed and while my father trimmed in the genoa the two slowly unrolled the rest of the sail. The results were immediate. Velocity went from a 12 degree heel to 15 – 18. Some gusts put us at 20 – 25 and when we would get too much helm, we would drop the traveler. The pit crew was playing the traveler piano for the entire beat. As we would gain more weather helm, we dropped the traveler. The tactician, dad, was always looking at the wake and monitoring the rudder indicator on the auto helm to ensure the rudder wasn't becoming a barn door. The communication between the helm and the pit crew was very important in order to maintain the speed over 8.2.

Although we were beating all the way up to the mark in 30 knots of wind, about two hours into the race the ride was so comfort-



Dad The Tactician in Action

able that the advantage of having couples on board was quickly realized. Until the printing of this article we kept it a secret from the other boats, but we broke out the wine and cheese on the cockpit table. This was the moment that we knew we had chosen a great boat. The Catalina 445 is a racer cruiser. Mr. Douglas did a marvelous job.

When we made the turn at the West River entrance mark, the wind was still steady at 30 and we found her sweet spot. The 445 on beam reach is especially stable, fast and easy to maneuver. We tried to balance her at about 15 degrees on the incline-meter. The final marks down the river were to port while on starboard tack, so we steered from the lee helm. It was comfortable and the site lines were open making it easy to relax a little. Previously we noticed that we had been gaining on the fleet that started 5 minutes before us. Being on the beam reach now accelerated us to from 8.5 to our high 9.5 knots! 'See ya' Jenneau 42.9! We rolled past an older J 30, then the Beneteau. In all we passed 5 other boats from the B fleet and both the "Jenny's" and "Benny's" have lower PHRF ratings.

The deeper we got into the river, we became more covered and the wind dropped. After an easy 6 miles through the other fleet, crab pots, channel markers and shoals we had one jibe and a half mile run to the line. YES! We got the Gun, not the horn (1st place).

We had an exhilarating time with friends and family. After a nice meal and a great time with the rest of the fleet we sailed back. Half way home, the naval academy was coming back from the Oxford race and we enjoyed a nice 19 mile run home following seas through the blue and gold of the navy 44s.... and YES.. once again we were keeping up with those as well.

Since the West River race we have really learned how to sail the 445 well. A great crew helps, but even with four racing, the 445 is manageable. The intent of this article is twofold:

- 1) Couples racing changes the crew dynamics in a positive manner, learning curves are accelerated and confidence is built uniformly throughout the team.
- 2) We are strongly thinking about joining the A2B (Annapolis to Bermuda) race in 2018. Because of this there will be a lot of preparation. I will be providing a series of technical articles on the 445 as we transform her from a coastal cruiser to an offshore racing vessel.

Our racing schedule this year will be most of the distance races on the Bay and we will go through the Safety at Sea courses as well. **—John Schafer, C445 Hull#54, Velocity**

Check that Engine Raw Water Strainer Carefully

I was getting ready to sail the *Midnight Sun* on a rather long trip to British Columbia and was performing my usual checklist prior to departing. Using my flashlight, the condition of the engine raw water strainer appeared a little cloudy, but did not appear to have any junk in it. I decided to open it up anyway and give it a good cleaning.

That's when I discovered the 8"x22" clear plastic bag (you know, the ones used to protect newspapers) neatly compressed into the filter basket (see photo). How the heck did THAT get in there?

Looks can be deceiving. In my case, fortunately, the bag had been compressed so tightly in the filter basket that there was still about 25% of clearance above it for water to pass. It would not have taken much to block if off completely and as boaters we all know that tends to happen at the worst possible time.

The lesson learned:

Don't assume. Do it right. Take the extra step. Open it up and check it out. I'll file that one under "Don't ask me why I know that!" **—Olav N. Pedersen, Midnight Sun (hull 171), Technical Editor**



CATALINA 36/375 INTERNATIONAL ASSOCIATION

Freshly Finished Brightwork

We would like to thank our tech editors Larry Robcke and Nick Caballero for their contributions these past few years. Nick and Larry are moving on which means the C36/375 International Association now has all tech editor positions available – MKI, MKII, and 375. Please email C36/375 IA Mainsheet Editor & Secretary Lauren Nicholson at lauren@nicholsonmarine.com or Commodore Laura Olsen at safetsuper@gmail.com to be considered. Positions are on a volunteer basis though Editors are given complimentary association membership in exchange for providing one tech article per quarter as well as occasional responses to the online forum. **–Lauren Nicholson**

While I sit on the hard each winter I try to come up with a few “easy” projects to keep me on track with my list of repairs that need to be completed. Some of these easy projects are quite simple and some become bigger projects or pieces of larger tasks to get me where I want to be. One of my biggest pet peeves with my new-to-me vessel was the bright work in the cabin, it had not been maintained to my liking and needed to be redone to bring it back to life. There were areas that water leaks had slightly discolored



C36 Association
Technical Editor
Pre Mk II hulls
Larry Robcke

and other areas that had been affected by a dirty hand or continuous touching. To me these were eyesores. There is nothing that will make your boat “pop” like freshly finished brightwork!

Any task that needs to be completed must have a beginning and in this case that involved deciding the best course of action to take and

where to start the project. As a former carpenter and word working enthusiast materials are a big decision in my opinion. Deciding what to use in a marine environment is not something to be taken lightly so I considered a lot of different options. Many on our web site choose to go the traditional route when redoing the interior and this has been discussed a lot on the forum. I chose a finish that breaks from what Catalina provided us originally and went with, in

my opinion, a more robust and durable finish for my interior.

Our boats came with teak oil mixed with a red tint that tended to darken over the years. This is not a bad color but it could be better in my mind for sure. To achieve my desired finish, I removed the rear berth access door for the thru-hull and used that to experiment a bit, I also used a few of the trim pieces on the engine cowling as well for this purpose. These are smaller pieces that can be easily reworked if needed and will not clash with areas of all wood like the rest of the entire main salon. I lightly sanded these items trying not to entirely remove the old finish, I do like that look and color, just a bit lighter of a shade! When sanding the wood be sure to use 180 grit or higher, I used 220 for my needs to clean and remove the old stain/oil. After cleaning up the wood with a rag and a bit of mineral spirits I would let it dry then blast it with air from the compressor to remove and left over grit. Now that you have the clean lightly tinted piece of wood you are working with, you are ready to freshen it back up to the desired color you want. For my project I used Minwax stain, the color I chose is Golden Pecan. This is a very rich tone for wood and in my opinion blended nicely with the old finish. For my urethane coating I used McCloskey’s Man O’War Spar Marine Interior & Exterior Varnish with a Semi-gloss finish. This product is incredibly durable for the marine environment.

Now to the nitty gritty and the do’s and don’ts:

- When sanding your wood, you need to use the higher grits as I have already stated. If you are sanding on or in your boat you need to have a shop vac handy to clean the surfaces of the wood as you go. ANY DUST WILL END UP IN YOUR FINAL FINISH, clean as you go then clean again with a tack cloth or a spirit’s rag. Wood doors I removed and sanded and cleaned OFF the boat to keep the dust to a minimum!
- Let your stain fully dry before you try to coat with urethane.
- When sanding between coats of urethane (8 coats minimum recommended) use



000 steel wool, never use sand paper to sand urethane past the first coat!

- If you spray the urethane inside the boat you do so at your own risk. Be sure to cover everything and set up an exhaust fan then notify your loved ones of what and where you are. Spraying in a confined space like this is dangerous at best and not recommended. You can get the same results with a short nap mohair roller 1/8 nap is best then tip it off with a china bristle brush.
- Run your shop vac early and often to keep the dust down to a minimum, it will end up in the many coats of urethane if you don’t. Take your time and clean often with a good quality filter on the shop vac. It makes sense to say this twice as this is the hardest and most important part of this job... keeping the dust down so it won’t end up in your finish because of the confined space.
- Keep everything you remove in one box or bag for ease when reinstalling.
- Tape off all edges with blue painter’s tape and paper rather than removing trim pieces and screw plugs
- Wear chemical resistant gloves, it makes removing the stain and urethane from your hands easy and be sure to wear a dust mask through the entire process.

When taking on a project like this be sure to understand that there is a lot of wood on our older boats. It can take a long time to sand and properly work each area fully. The end result will be more than worth its time and effort though if done correctly following the steps and guidelines above. **–Larry Robcke, lrobcke@pace.edu**

Raising the Dodger on the Catalina 350



C350 Association
Technical Editor
Bill Templeton

I am finalizing these comments the day of the blizzard of 2017....fortunately here in coastal Ocean County, New Jersey it has been a rain event and not the snow threatened by the forecasters. Hard to believe that when you read this I will probably have the boat in the Chesapeake for the month of June.

Last year we had just completed our project to raise the dodger on *Makani Kai* when we left for Kent Island, Maryland Memorial Day weekend. As with many of the upgrades/modifications we have made on our 350, this is another that we should have done earlier...the increased visibility alone makes the effort worthwhile and the decrease in "head-bumps" is a nice adjunct. What follows is a description of the project including modification of the stainless frame, adding to the canvas and replacing the clear vinyl (iserglass). —**Bill Templeton**, pbtemp6816@verizon.net



I am a giant among lesser men, not a tall guy but my Dad always said as long as your feet reach the ground you're OK. With that prologue, the dodger frame on our 350 still was a head-bumper...even worse after I added the teak cockpit grates and effectively raised the floor 1 1/4". From the

helm I always had to duck (albeit slightly) to see forward. I admired those 350s (and other Catalina models) with taller dodgers. For many years I wondered if we (Pat and I) could raise our dodger...fortunately she is a capable canvasmaker and I have good basic mechanical skills. The challenges included



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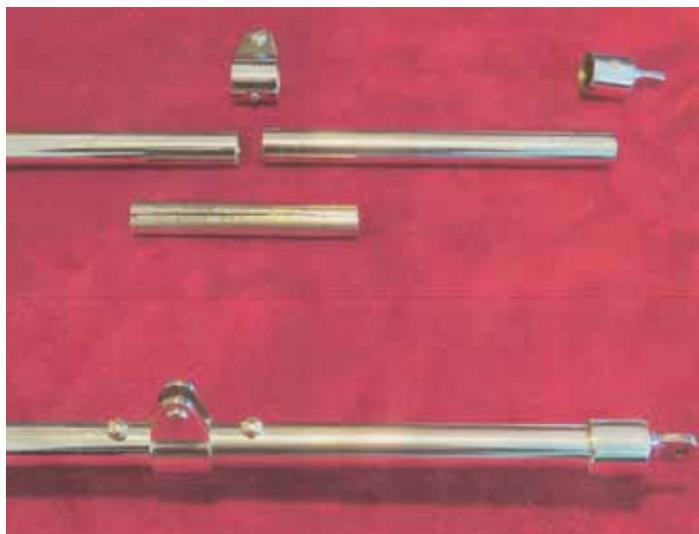
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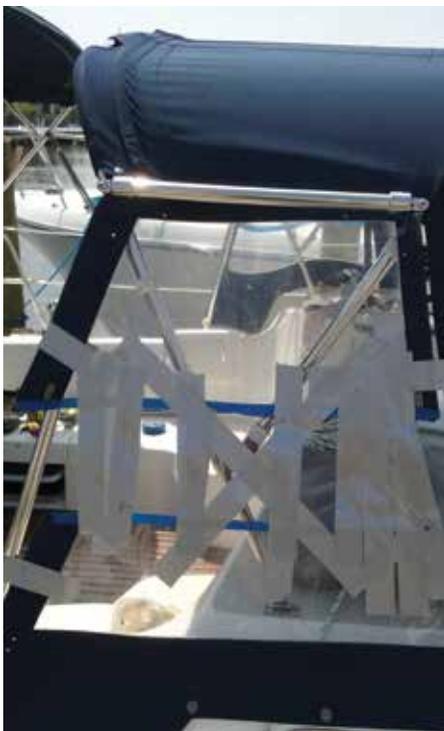
CATALINA 350 INTERNATIONAL ASSOCIATION

(continued from previous page)

raising the stainless frame (we decided on 8" to allow the boom to clear), extending the existing canvas to connect top to bottom and replacing the clear vinyl (isinglass). Budget prevented having someone do the job so we had to keep the project within our skill level and we needed to reuse as much of the original dodger as possible.

Many years ago I had installed handholds on the sides of the dodger (Sailrite Grab Rail Kit), these not only provided security when going forward but also anchored the two dodger bows in position relative to each other. This was an important point because it meant we could raise the entire top of the dodger (stainless bows and canvas) as a unit. I purchased 1" stainless tubing for new back braces...cutting one of the original braces to fabricate 8 1/2" extensions. I decide to "sleeve" the extensions with 7/8" tubing inserted in the 1" tubing....it was important that the 1" tubing I purchased had a wall thickness of 0.065" to provide an ID of 7/8". The 7/8" tubing was "thick-walled" to help ensure rigidity to the structure when assembled...the length of the 7/8" insert can vary, I used pieces 6" overall.. I cut the 7/8" sleeves lengthwise to allow a spring-like action when inserted...the inserts were tight enough that they had to be hammered (lightly) into position. I then drilled and tapped the sleeved structure for 1/4" SS machine screws after inserting the 7/8" tubing into the main bow. I then hammered the extension into





place and drilled/tapped the extensions for 1/4" screws. The main bow was shortened by 1/2" on each side so the jaw slides for the second bow would cover the junction. The sides of the main bow when in place on the boat are not plumb. To help remounting the now longer main bow on the boat I fashioned a "spanish windlass" to pull the ends inward to help match the deck mount plates (slightly increased the bend in the main bow).

Everything to this point was reversible.... now to cut the canvas and clear vinyl ...this is commitment.

We put the dodger on the top frame.... cut through the middle of the window and fastened the bottom portion to the original "lift-the-dot" fasteners. We taped the "beans" out of the two pieces and carefully removed the new "hybrid" piece. We took the piece home to complete the modification in our former dining room (now temporary canvas loft). One of the side panels was cut and taped, the front and center panels were done in much the same manner but were much more awkward to work since they are integral parts of the dodger....not separable like the side panels. Using doubled pre-made 2" Sunbrella binding we literally connected the corners of the top and bottom portions of the panel (or dodger in the case of the front sections), cut and installed new clear vinyl and new zippers (8" longer). Generous use of double sided (basting) tape helped hold the pieces in position while sewing.

You must be experienced with canvas to even attempt this project. Fortunately Pat, the admiral/canvasmaker, is. You need a machine that can sew through a minimum of 6 layers of Sunbrella and the clear vinyl, for-



unately one of the machines in Pat's stable is a Sailrite Ultrafeed. You must decide whether to build a complete new dodger or not. Our canvas was 11 years old when we decided to proceed. I am very fussy with our boat... including the canvas. Regularly cleaned, treated and stored indoors there was only slight color difference when compared to the new Captain's Navy Sunbrella. Overall we felt the condition of the canvas was excellent for its age and that it had another 8 years of life. We had purchased a roll of 30 gauge "Plastipane" several years ago from Sailrite at the Annapolis Sailboat Show..it was damaged in one small area but we were able to work around that. At half price for a "good" (not better or best) piece of isinglass we felt the way we care for our canvas etc. we could get 8 years service. At that time, when we need to build an entire replacement dodger, we will invest in one of the higher rated clear vinyls (probably O'Sea 30 or 40 gauge)

Pictures show the finished product.... increased visibility and headroom under the dodger. We also built covers (Sunbrella Plus) for UV and scratch protection. Our original canvas from Catalina included covers and we are convinced that protecting the clear vinyl added substantially to its longevity. One of

the things we will do differently in the future is to make sure to align the twist-lock fasteners for the center panel cover with those in the panels immediately to each side. Also, we used SnapRite buttons to fasten the twist locks instead of standard barrel buttons. The SnapRite buttons have a hole in the center (much like poprivets) which I now have to seal each with a small dab of silicon (in foul weather water drips through each of the holes), the standard buttons are solid. Finally we had to "take a tuck" in the filler piece between the dodger and the bimini, but were able to reuse the zippers.

We started with "headroom" of 5' 6" under the main bow of the dodger.....added 8" giving us approximately 6' 2"More than enough for the average 6 footer (my brother-in-law and his daughter...but not his son).....but what about my buddy Joe B who's 6' 5"? No matter how many times Joe is on board I still hear him "hitting" various overheads throughout the boat (but not the main cabin). Let's remember that Frank Lloyd Wright is reported (anecdotally) to have said anyone over 5' 9 is a weed! **-Bill Templeton. C350 #333 Makani Kai**

CATALINA 320 INTERNATIONAL ASSOCIATION

Catalina 320 Bilge Pump Alarm and High Water Pump Project



C320 Association
Technical Editor
Chris Burti

We have a couple of pointers from Danny Jensen for a Bilge Pump Alarm and High Water Pump Project. **-Chris Burti**, clburti@gmail.com

Background:

I often single hand my boat as much as 20 miles off shore. I currently have an electric

diaphragm 5 GPM Jabsco pump and a 28 GPM Whale manual pump. If I'm driving the boat, it is not likely I would notice a big leak until it was too late. If I did have a big leak in the boat, my current electric pump would not be able to keep up and it would not be possible for me to operate the manual pump and fix the leak at the same time. An independent \$50 high water bilge alarm in the cockpit would alarm me at sea and my dock neighbors while docked that my primary pump is not able to keep up with my pumping capacity.

It is often the case that leaks occur over a long period of time and go unnoticed because automatic bilge pumps pump the evidence overboard. This evidence pumped overboard is often an indication that some maintenance is necessary. Pump cycle counters give you issue recognition. A pump counter costs under \$50 and is relatively easy to install.

My existing 5 GPM pump works great at removing almost all water from the bilge. Installing a high capacity secondary pump with an independent float switch would provide for backup of my primary pump. The backup pump should almost never cycle.

Required Reading:

All "About Bilge Pumps" by David H. Pascoe, Marine Surveyor
http://marinesurvey.com/yacht/bilge_pumps.htm

Requirements:

1. Install a high-water alarm under locker in cockpit
 - a. The high-water alarm will have an independent switch level above the primary pump switch.
2. Install an electric bilge counter on my current primary electric pump so I will know when the primary pump has been cycling. This will give me advance information about any leaks I may have before they become big leaks.
3. Install high water submersible Rule 3700 as secondary high water pump
 - a. Switch and pump will be slightly higher

than existing. Build a starboard bilge shelf to suspend new pump and high water switch.

- b. Install new 1.5-inch hose and new through hull. No check valves will be used.
- c. Wire high water pump/alarm to battery via an existing 24hr fuse box already feeding my Xantrex battery monitor independent of my battery switch. I will use a heat shrink connectors with terminal blocks dipped in liquid electrical tape to make the new pump terminations. My bilge is very dry all the time thanks to Gortex packing material

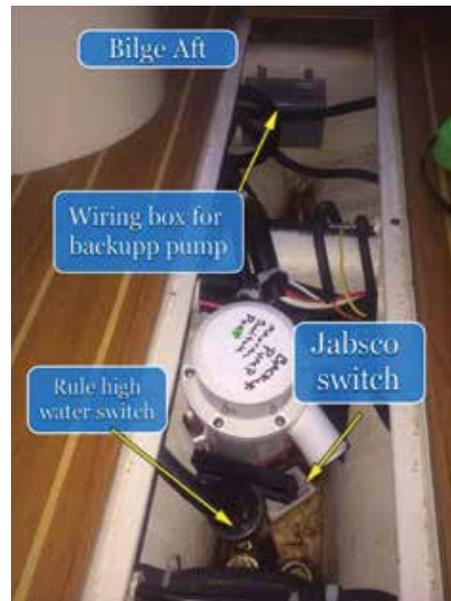
Parts List:

- AQA20045-AQUALARM BILGE PUMP COUNTER 1
- AQA20043-AQUALARM BILGE PUMP MONITOR ? 12 VOLT 1
- AQA20240-AQUALARM HIGH WATER WARNING, BLACK WITH 208A 1
- AQA20090-AQUALARM PS?309?12 PUMP SWITCH, 12 VOLT 1
- TRI147?1126 TRIDENT VAC XHD BILGE AND LIVE WELL "SUPER FLEXIBLE" HEAVY SMOOTH WALL, BLACK
- 1.5 inch x50/ Reel Box
- Heat Shrink Butt Splice Connectors (Genuinedealz.com)
- Heat Shrink Ring Connectors to terminate
- Terminal Block Connectors
- Black Starboard 4'x4' x 1/2 (bought from Defender.com) \$70
- Rule 3700 model 14a manual pump
- Blue Sea Fuse Box for 24-hour DC supply
- Marine Boat wire (see schematic)
- Split Loom tubing
- Plastic Project Electric box
- Carlton Electric J Box

Note that there are only a few were photos supplied with this article. If you are planning to to install this equipment or are just interested to pursue the details further you can contact me, rod.boer1@verizon.net for additional photos to be sent to you.

-Danny Jensen, A BOA VIDA hull #972

This panel is screwed to a plastic project box I bought on Amazon.com. The box is mounted to a small piece of 1/2 inch starboard that is glued with 5500. The wire runs through a spare set of wires I had in the aft cabin. This is powered by a 24hr fuse connected to the battery. The kit comes with a separate very small sensor switch I mounted in the bilge area.

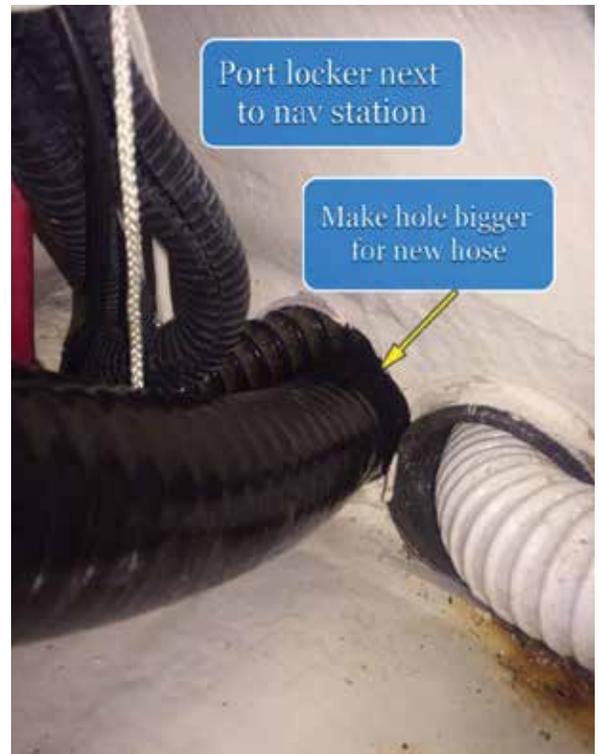


I made a 7 shaped bracket to attach to the pump shelf where I mounted the secondary pump switch. If it looks like the Rule 3700 barely fits, you are right, it is no illusion. The Jabsco primary switch just clears the shelf. I used #8 wire for the major runs port and starboard to minimize voltage drop. Smaller wires wire run to the pump. These wires terminated on a terminal block incased in that grey J box (ACE hardware) in the back of the picture. They grey box has a small hole in the bottom of it and the terminal block is coated with liquid electrical tape. All connections are made with heat shrink adhesive crimp terminals. I have long loops of wire connecting the pump and the pump switch.





Pump counter addition to existing bilge pump. I just needed to hook the counter wire onto the bilge indicator light connector piggy back on the dc panel and power the counter. Next, I added the control switch for the new backup bilge pump. Notice the backup control has an alarm and separate counter. The panel is powered by a fuse connected directly to the battery and you can't disable the automatic pump by switching this to off. The schematic is here <http://www.mammothcondos.com/Catalina-320-bilge-pump-electrical-schematic-v1.pdf>. A terminal block is mounted to the back side of the panel. Here I tie the wiring together with ring terminals. The panel is starboard. The 25A fuse you see is a secondary fuse just used for the manual switch. The fuse supplying this panel is near the battery bank.



The new 1.5 inch hose needs to go into the bilge pump locker next to the nav station. The hole needed to be opened up and we can just get the hose into the bilge.

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

Replacing Atomic 4 With a Beta 20 Diesel



C30/309 Association
Technical Editor
Max Munger

Special thanks to Rod Worrell for this article.
-Max Munger,
maxmunger@verizon.net

This year, *Dixie*, a 1979 Catalina 30, celebrates her 18th year as a member of our family. She has provided many wonderful memories, mostly of sailing in Galveston Bay. Because

of her, we share a strong affinity with our C30 Fleet 10 community to regularly meet, participate in our monthly sailing events and have great times socializing – mostly centered around tasty food and warm fellowship.

How does this tie in with an engine replacement? Simple. In more recent years, *Dixie*, became less dependable with her engine reliability and she stayed home while we drove to the Fleet 10 agenda destinations.

After many corrective attempts, the engine situation hadn't improved and choices of a solution seemed clear: sell *Dixie*, buy a new(er) C30, not own a boat or replace her engine. The market value of a '79 C30 with gas engine is essentially less than the cost of a new diesel, but I personally have always liked our *Dixie* and we enjoyed our Fleet 10 family, too! Investing in our future with *Dixie* was "priceless".

Removing the Atomic 4 and installing the Beta 20 could be done by a local service yard or as a DIY. We went the DIY route. During the time of the engine order and shipment, I removed all the components I could off the Atomic 4, to lighten its weight (over 350 lbs.).

One of the beauties of the C30 is her center of cabin engine placement! With the galley cabinet removed, all hoses, wires, propeller shaft, gas line disconnected and a very strong nylon tow strap wrapped around the remaining Atomic 4, it was ready to hoist out. Using the boom and a come-along hooked to the engine, hoisting was accomplished in multiple stages.

The initial hoist went well by myself, but trying to swing the engine clear of the companionway, not quite! Hanging onto the suspended engine, I managed to call our good friend Bill Jorgensen. Soon he was there, along with his very strong son, Will, and as moral support for Lucy, Bill's wife, Martha. In short time, the Atomic 4 was in the cockpit, wrapped in a blue tarp and ready for another day to be lifted off the boat. The Jorgensen's were treated to a steak dinner!

The Atomic 4, just cleared the starboard combing by a fraction of an inch and was



Bringing the BETA 20 onboard

swung over onto a waiting heavy duty two-wheel dolly. Bill and I devised a similar hoist at the parking lot and had the engine in the back of Bill's truck. The process was reversed bringing the Beta 20 back.

Rid of remaining hardware, the transmission and battery cables protectively wrapped, the engine compartment was pressure washed. Once clean and dry, a new white enamel paint job. Remarkable! The Beta 20 was going to have a proper new home.

Beta 20 is advertised as having motor mounts on Atomic 4 bed spacing. True, but the actual engine stands taller and its mounts require an elevated bed. I constructed a wooden pattern of the engine with where the motor mounts were located and the drive shaft would be. Shimmied on the original engine bed with the prop shaft correctly aligned, the thickness of the additional bed



Using a Template of the Beta 20 to Size the New Oak Engine Beds

timbers was determined. Oak timbers were crafted and lagged onto the original beds. We were ready to bring the Beta 20 on board.

Much lighter, 250 lbs., we had the new engine off the truck, up and into *Dixie's* cabin, onto her new oak beds. But wait! The beds didn't fully accept the engine all the way down plus one of the engine mount's stud bolt was too high (interfered with the manual primer pump handle). The timbers and bolt were dutifully trimmed. Since the engine stood higher, We also modified the engine cover under the settee.

Earlier, before removing the Atomic 4, I stabilized the exact propeller shaft location and attitude with a slotted steel plate bolted to the cabin floor just forward of the stuffing box. This was a big help. Bill and I had the engine eye-balled and felt that the remaining alignment could be accomplished with the



Template to Construct an Engine Compartment Cover With Raised Engine Cutout

elongated slots of the motor mount points. Beta Marine requires the engine to rest on the new mounts for several days before doing the alignment in order for the rubber cushions to settle in with the assumed weight. As such, the new stainless steel hot exhaust section was bolted to the engine as remaining additional weight.

Exchanging a gas engine with a diesel involves modifications to the gas tank. It needs a fuel return line connection. Here's where having Fleet 10 friends comes in. A few years back, our Agenda Guy, Ernie Hooter (see story about him in November 2013 Mainsheet) had his own epiphany. He took his C30, *Second Love's* 11 hp diesel out and installed one of the country's first electric motors (a *Mainsheet* story someday). This means he should have the diesel fuel tank collecting dust in his garage! Yep! And it still had fuel in it! Out with the old gas tank, clean up and paint that section of the hull interior, put the "new" tank and hoses in and connect them all to the engine.

We're getting closer! The Beta 20 required a larger muffler and wet hose back to the stern outlet. Took a little wrestling and a hole cutting in the liner, but mission accomplished when assisted with Bill and Martha's muscle power!

Denny Fegan (see story about him in May 2011 *Mainsheet*), our Fleet 10 captain, volunteered to do the final engine alignment. Instead of regular feeler gauges, he had a very nifty tapered gauge. Bill and I were close when we originally set the engine. In short order, Denny, with my assistance, had the alignment complete. For his effort, Lucy and I treated Denny and his wife, Kate, to a great seafood dinner out on the patio at April Point.

The big day! All the fuel and electric connections were complete. Antifreeze mixed and topped off. Same with the oil. Put some fuel into the tank and followed the special fuel bleed process. Turned the key left for the glow plug warm-up and then to the right and "voila"! The engine immediately fired up! What a wonderful moment! Mission accomplished!

Or so it seemed.

There are certain installation and commissioning requirements stipulated by Beta Marine. All the dock side items were checked off. Now for the sea trial. Lucy and I cast *Dixie's* lines (boy, when was the last time we did that?!) and backed out. Not the amount of reverse thrust as how I last remembered with the Atomic 4. The Atomic 4 is a 1:1 engine to transmission ratio and the Beta 20 is a 2:1 ratio – enough of a difference to affect the prop's thrust. Based on mathematical formulas using RPM's, boat weight, etc., a new 12 x 9 three blade prop was installed. Made all the difference!



Hot exhaust to muffler

Today, *Dixie* has her new life and we are ready to enjoy a full season of sailing. Once again, *Dixie* will be at all of Fleet 10's outings along with her other Fleet 10 C30s, too.

—Rod Worrell, rworrell@worrelldesign.com, *Dixie*, 1979 Catalina 30, Hull No. 1337, TRBS Fin Keel

NOTE: While the above is an abridged version of Dixie's engine exchange/installation process, the expanded story and additional photos can be viewed at Fleet 10's website, www.fleet10.com. Likewise, Beta Marine has been wonderful to work with throughout the process.

Turned the key left for the glow plug warm-up and then to the right and "voila"! The engine immediately fired up! Mission accomplished! Or so it seemed.

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CATALINA 28 INTERNATIONAL ASSOCIATION

Watts Up in the Head?



Tony Bacon leads off the tech report with a project that can make life aboard easier. Tony and his wife, Bernie, cruise their 1991 C28 Vela Via year-round along the lower Columbia River out of the Rose City Yacht Club in Portland. —Dick Barnes, dickbarnes@earthlink.net.

After Jim, the owner of C28 No. 822, described his installation of the Jabsco Quiet flush to the group, the idea of an electric flush toilet stuck in my mind.

Over nine years of ownership, I've had to do repeated repairs on my manual Jabsco. I rebuilt the pump once, replaced it once, replaced the seat and lid and replaced the base, besides a semi-annual replacement of the joker valve. The pump only seemed to work right about every third repair.

So, at the beginning of the 2016 cruising season the First Mate and I went to West Marine to purchase a couple of joker valves. I grabbed the valves and was headed for checkout when I must have felt the pull of Jim's story in my subconscious. I turned around and took the First Mate to look at electric toilets.

As luck would have it, the Jabsco Electric toilet conversion was on sale for \$369 with a \$50 rebate and it was double point weekend meaning an additional 20% off, bringing the net cost down to \$255, not counting necessary installation materials. The First Mate signaled the OK and off we went with the new toilet.

Installation took several hours. Most of the time was spent figuring out fit and mounting. The base of the replacement is somewhat larger than the flat mounting area available, so this would not be much of a direct swap.

I purchased a piece of 1-inch Starboard to raise the toilet far enough to provide a large enough base for mounting. This was made possible by the outward angle of the "wall" behind the toilet. I mounted the homemade adapter using 4 lag bolts and then mounted the toilet to the adapter with another 4 lag bolts.

For power I opted to wire into the same circuit as the macerator pump. This circuit was already sized correctly, provided only one device is running at a time. I purchased an additional momentary switch like the one that came with the new toilet to be used to actuate the macerator. I mounted both



ElectricToilet sideview



Toilet buttons

switches side by side on the short wall to the right of the toilet.

The water inlet was plumbed into the original seawater intake. The new toilet came with a 1-1/2 to 1 inch adapter to connect from the 1-inch waste outlet on the toilet to the 1-1/2 inch inlet on the holding tank.

I chose to run a new 1-inch hose between the toilet and the holding tank, placing the adapter as close as possible to the tank to reduce the volume of flushing water needed to purge waste from the bowl to the tank. The smaller hose is made possible by the macerator pump that does the flushing.

I prefer to use freshwater when flushing the head to avoid holding tank odor. But I like to have the option to use seawater on longer cruises. As with the original toilet, this is not a problem. If I want to use fresh water to flush, I use the faucet from the sink with the seawater intake closed.

We have enjoyed an entire season with the new toilet and we just love it. No more double hand flushes holding the rinse/flush lever to make the pump work correctly. No more excessive force pumping. Just a short press of the flush switch. —Tony Bacon



Toilet mounting base



Toilet topview



Tony and wife

From our owners:

Wet Bilge Is Not a Dry Subject

Question: My bilge has never been dry, as it drips from the packing. It holds about 2 inches of water. I drop a chlorine tab in it once a season. These are the same thing I use in my yard fountain. It's worked well for three years now. Is there a way to completely dry the bilge out except for the drain from the shower? **—Chad, Knot Now, No. 245**

Reply: As far as the shower is concerned, you could put the shower drain in a 1-gallon jug and empty it after every shower. What I did is get a pump that hooks to the shower drain and pumps the shower to a T in the head sink drain. Make sure that you have a high loop in the hose so that you don't siphon water in when heeled to port.

—Mike Smalter

Reply: I have routed the shower drain into a gallon milk jug that sits down in the bilge. We then drain the milk jug after the shower. The shaft packing is another matter. I have used a product called Syntex. There are three layers. A Teflon impregnated cord on both sides of monkey poop rolled into a cord the size and length of the other packing. The whole thing has a very liberal application of their water proof grease.

I usually only get about a half cup of drip from the packing gland for 8 to 10 hours of motoring which is not nearly enough to over flow the catchment basin under the packing, which I sponge out after the run. At anchor or docked it amounts to a table spoon or so for a week. There is no magic involved to get a dusty dry bilge.

—Nancy and Bill, L.O.L.

Reply: You can use Goretex dripless packing. It drips so little the bilge stays completely dry. If and when you see water in the bilge it's time to make a stuffing box adjustment or something is wrong. Once when I saw water in the bilge I assumed it was from the box but it was a leak from around the shaft log. If I didn't have a dry bilge I never would have noticed. **—Lew Staub**

Reply: I have a sump box in the bilge. The packing gland, ice box, and shower all drain into the sump box. A bilge pump inside the sump box pumps out the sump box when the water level turns it on. The discharge hose from the sump box connects to the discharge hose for the main bilge pump. That arrangement keeps my bilge dry, if all goes right. **—John Klinker, Coronado, Calif., ALOHA, No. 572.**

Mysterious Starting Problem

Question: I have a Catalina MKII, No. 535, with Westerbeke and tall rig. Today I went to start the motor and followed the same procedure as always.

- Checked starting battery (constant solar charger with line conditioner).
- Switched battery switch to starter battery.
- Inserted key and turned turned on the blower switch.
- Turned key to power the glow plugs. Heard the normal drop in voltage in the sound of the blower motor.

Then all power died at the pedestal. All other electrical devices continued to work.

No issues on the switch/battery panel, cabin lights, outside lights, macerator, water pump all working nominally. Both batteries still functioning normally

No issues with any breakers, including the one on the pedestal panel. Opened the panel and probed the wiring harness, no 12 volts anywhere. Checked ground and it was present at the harness.

Checked the positive terminal on the engine and had +13 volts.

Any ideas what might be going on? **—Peter**

Reply: I've had something similar happen twice over the years. The first time it turned out to be an inline fuse going to the starter solenoid. The second, that same power wire to the solenoid had vibrated off the blade connection at the solenoid. **—Charles Kepford, Alegria, No. 195**

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Special thanks to Larry Raphael for submitting this article. —Seth Martin

Considering unused or “wasted” space in the Catalina 25, beneath the v-berth is a large area that can be adapted for storage use. Catalina typically installed a thru-hull in this space for the head sink drain. Boats with a marine head may also use this same drain as a raw water intake. Instrument transducers are also often installed in this space. The risk of damaging these thru-hull fittings, related plumbing, transducers

and related electrical wiring, makes utilizing this space for storage less appealing. In order to open this space to reliable use for storage, an enclosure is needed to protect the fittings and transducers installed there from being disturbed.

For a nominal cost in materials, an enclosure of clear Plexiglas can be built to solve this problem. The top of the enclosure can double as a shallow storage shelf so that items stored on the shelf can be retrieved without needing to bend far under the v-berth. Clear Plexiglas allows the fittings and transducers to be viewed easily. Materials are easy to source. The Plexiglas, wood and stainless steel fittings for the frame, can be sourced from any local big-box hardware store. The 3M adhesive is readily available at any local marine outfitter and online. Plastizote is available online, while camping pads are ubiquitous.

To build the enclosure, the first step is to consider the size of the v-berth access. Should the enclosure be designed to

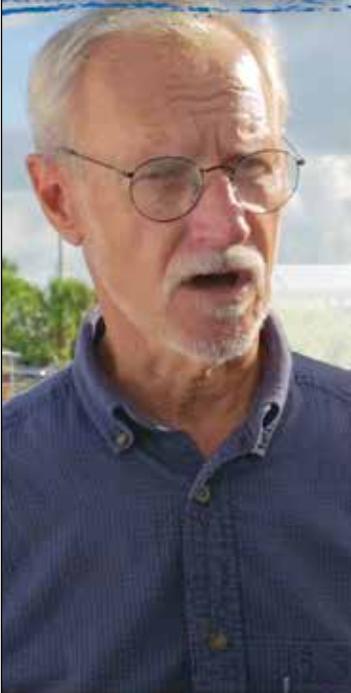
fit through it completely assembled? Should the parts be passed into this space and assembly completed in there?

The second step is to use cardboard or poster board to make templates for the three vertical sides of the enclosure. For the bottom of each side, the templates need to be cut to fit the contour of the hull. Of course, make sure that the sides fit beneath the v-berth and the hull, and against the internal liner at the aft end of this space. Then use this same technique for the top of the enclosure, or alternatively, simply take measurements for the top.

The third step is to use the cardboard templates to cut the Plexiglas with a scroll saw or jig saw. Be careful not to let the vibration from the saw crack the Plexiglas. Several trips from the workshop to the boat may be required to test and tweak the contour fit.

The fourth step is to size and cut the wood pieces for the frame, and bolt them to the Plexiglas panels. Bolts and nuts should

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be used to attach the wood frame to the Plexiglas panels, and screws to attach the shelf on top. Depending on the dimensions of the enclosure, it may not fit through the v-berth access so that you may need to complete final assembly under the v-berth.

The final step is to situate Plastizote (a material that is also used for orthotics) or a dense camping pad type-of-material between the enclosure and its contact points with the hull and internal liner, in order to dampen possible vibration. The Plastizote or camping pad can be glued to the hull and liner with 3M 4200 for a more permanent installation. If glued to the hull, the Plastizote or camping pad can also be used to effectively wedge the enclosure against the internal liner at the aft end of the space beneath the v-berth so that the shelf cannot move forward.

Note: All hoses connected to thru-hull fittings below the water line should be double clamped. **—Larry Raphael**

Larry sails on the Potomac River near Washington, DC. He sails, Robin's Nest, a 1989 Tall-Rigged, Wing-Keel, Hull-5820.



The v-berth is a large area that can be adapted for storage use. In order to open this space to reliable use for storage, an enclosure is needed to protect the fittings and transducers installed there from being disturbed.

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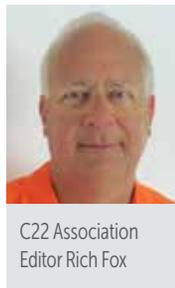
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CATALINA 22 NATIONAL ASSOCIATION

Catalina 22 Sport



C22 Association
Editor Rich Fox

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

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

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

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

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

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

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



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

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

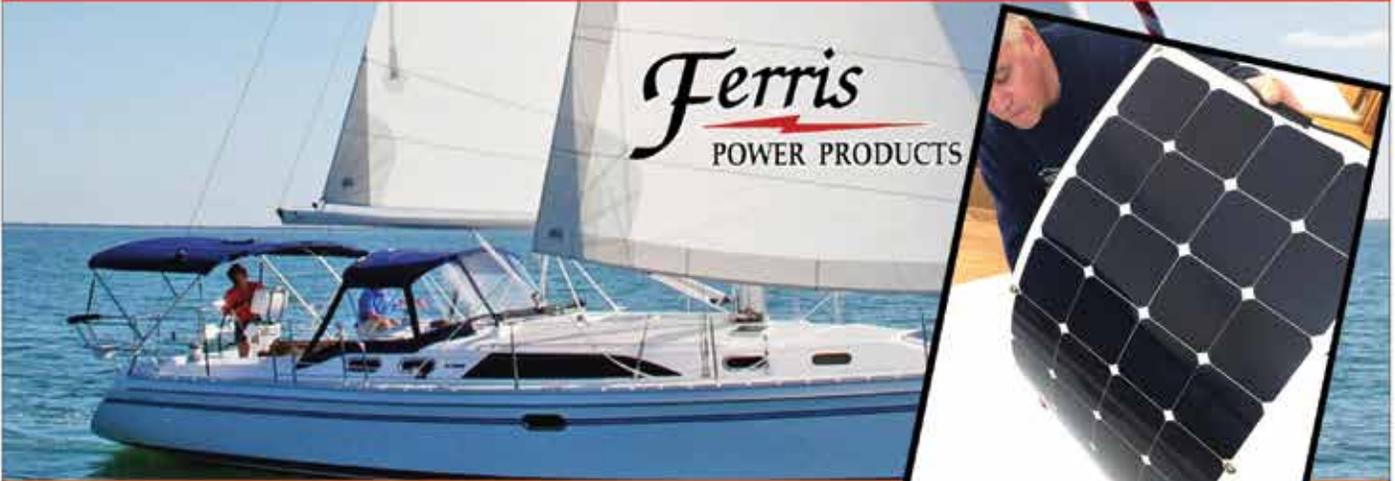
The mast step is also completely redesigned utilizing an aluminum casting for the tabernacle. There is a turning block with a cam cleat mounted to the mast below the

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

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

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

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Association News

News That's Specific To Your Catalina

Catalina Fleet Rosters Returning!

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



**INTERNATIONAL
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Let us know where you sail!

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

**CATALINA 470
NATIONAL ASSOCIATION**

Intracoastal Waterway (ICW) Clearances



C470 Association
Commodore
Bill Martinelli

This issue I'll give you a break from our ongoing saga of Mexico adventures so we can cover another part of the cruising world. I'll turn this space over to our very knowledgeable Tech Editor Joe Rocchio, owner of Onward C470-126, who has some valuable info to share about

Intracoastal Waterway (ICW) clearances. Take it away, Joe, and Thanks! –**Bill Martinelli**, Bill@martinellistudios.com

Be sure to read the feature, ICW Clearances by Joe Rocchio, on page 17 of this issue.

**CATALINA MORGAN 440
NATIONAL ASSOCIATION**

New CM440 Association Editor



CM440 Association
Commodore
Jessie Mackelprang-
Carter

Hello fellow Catalina sailors! May 2017 will mark the 5-year anniversary of owning s/v *The Red Thread*, a CM440 (hull #33). My husband, Neil, and I bought her in Washington State and lived aboard in Seattle, before cutting the dock lines to go cruising. Our CM440 is a tried and true vessel, having sailed

44,000 nautical miles with her prior owners and over 16,000 with us. Since September 2014, we've visited 19 countries and crossed the Pacific. We're now settling down for a few years to work and refill our sailing kitty in Melbourne, Australia. I'm grateful for the opportunity to follow in Robin Joseph's footsteps and to share stories from the CM440 fleet, who are cruising the inland and coastal waters of the US, Mexico, the Caribbean, and Australia. –**Jessie Mackelprang-Carter**, sv.theredthread@gmail.com

Be sure to read the column, Sailing's Must-do List: A Trip to Maine on Cat's Whisker by Trevor Lambert, on page 12 of this issue.

**CATALINA 42
NATIONAL ASSOCIATION**

C42 Fleet 12 Host to All Catalina Rendezvous Roche Harbor Marina, San Juan Island

It was time to meet old and new friends, share stories, show off your boat and accessories, eat too much good food and learn from others about boating at the annual C42 All Catalina Rendezvous at Roche. This year we had boat sizes ranging from 22' to 47'. Contact count.ferrari@gmail.com

This year's agenda included:

FRIDAY

Confidence at the Helm:

Boating Workshop for Women led by Sonia Hurt, C42 Commodore, aboard *Comocean*

Ulman Sails representative,

Vincent Townrow, will be available on the dock to come to your boat and check your sails



SATURDAY

Pets and Safety Aboard with Dr. Wendy Mollat, Veterinarian from Peace

First Aid at sea "Don't throw up now, we need the weight"

by Dr. Deon Human from Tehillah

Decorated Tender Contest

judged by your peers. Head Judge is Don Paget of Tehillah. Email donaldpaget@gmail.com with questions.

Saturday night dock pot luck & gift exchange.

Bring a gift and get a gift. Email ksfischer@mac.com with questions on this.



Last year's Decorated Tenders

Canadian All Catalina Rendezvous July 14 to 16

Telegraph Harbour Marina, Thetis Island

This event is always well attended and is all about having great fun with a light touch of the technical. Contact Rob and Sheri Johnson at sailorsheri@gmail.com to get on their mailing list and obtain additional information.

CATALINA 36/375 INTERNATIONAL ASSOCIATION

Recycling and When to Change Sails



C36/375
Commodore
Laura Olsen

They say one learns more about life from the tough experiences versus the good ones. So it has been with me and my sailboats on various occasions. The answer to the inevitable questioning: “why did this have to happen” may not be evident at first. As the saying goes.... Wait for it.

For example, there was the time we were on the last sail of that season and we decided to top up the fuel tank before the winter haul out. The trip out went well. After fueling, not so much. Everything that could go wrong did!

As a result of the fuel up, we must have stirred up tank crud or perhaps had taken on some water. This resulted in a stalled engine. Of course the wind died at the same time, so we were making a slow trip home as best we could.

Well at least until it got much later, and darker, and our halyard got wrapped, and the wind started picking up and so on.

The short version of this tale is we ended up aground! There were some tough lessons learned (filed under the same chapter as if you are thinking about reefing -do it now!).

The good news part of the tale was insurance was there for such events and we eventually managed to purchase new sails. This has greatly benefited our ongoing sailing adventures. We are also that much smarter for the next time.

I’m currently waiting to find the full benefit and lessons learned parts of how my Admiral (in his diligent efforts at the household recycling duties) may have managed to place my brass Oberdorfer pump in with our biweekly recycling.

I’m still scouring the house, hoping I’ll find the box (intended for shipping for pump to be rebuilt), but I fear it’s gone to be recycled. I hope it’s turned into another boat part at least!

I am still searching for the learned lesson besides the obvious: I must NOT put ANY boxes NOT intended for recycling near the recycle bins.

Always seeking to adjust, I did find a great pump vendor that has shipped me a new one for a great price.

As Commodore, I continue to face similar challenges with Association duties. In this rapidly changing world of social media, Google, need for members and volunteers and what they really want from THEIR Association, we may need to chart a new course, but we are not getting much feedback. Send me an email if you have some ideas or want to volunteer. We are in need of a Vice Commodore, Tech editor, and Membership Officer.

When you don’t like the direction of the wind, change your sails. Works for me. Sail on. **-Laura Olsen**, safetsuper@gmail.com

The Pencil Zinc

By Al Fricke • S/V Jubilee, 2000 C36 MKII hull #1867

Like most things that need tending to on a boat, periodic replacement of the sacrificial pencil zinc on the engine requires long arms, a ratcheting wrench, an uncomfortable kneeling position, a crooked neck, and flashlight held by the mouth. On good days, this minor surgery takes fifteen minutes and only a little salt water escapes into the bilge. On bad days, like yesterday’s fiasco, the minor operation becomes all out war.

I had no idea what was coming as I lightly wrenched the zinc. It did seem a little too easy. And then I saw it; the zinc itself had broken off inside the heat exchanger. There was no way to get at it. In a flash, I saw the whole day, and then some, drifting away, devoted to removing the entire heat exchanger, placing it in the galley sink, drilling out the offending zinc, servicing the beast as long as I was at it, putting in a shiny new zinc, and reversing the whole procedure to put it back on the engine.

The surgery was as bad as I had anticipated. Wrenches, screwdrivers, sockets, flashlights, socket extenders, hose clamps, mirrors all over the poor torn up boat. Only a contortionist could get into position to remove four stubborn hoses. I tore up the boat to find my wife’s hair dryer to put some heat on the rubber, only to remember that I had brought it home. Sockets and bolts dropped into the shallow spot under the engine, resulting in soft and loud shouts at the gods. One good thing about working alone is that there are no worries about holding one’s mouth. One bad thing is that there is no one else to blame. And of course, to get at the last bolt, I had to remove



the entire throttle cable assembly, more cursing and swearing, human pretzeling, and bloody knuckles (boat bites).

The electric drill ran out of battery juice half way into boring out the old zinc. It was too much, more than any man could stand. It was time to take a break while letting the drill recharge.

After a lunch that tasted strangely like radiator fluid mixed with diesel, I managed to complete the drilling process. The reason the old zinc had broken off revealed itself (scaling build-up had frozen it into place). I spent another forty-five minutes on that, and managed to get the heat exchanger back on the engine despite cramps, bruises, aches, pains, feelings of futility, and a thought that at age seventy-two it might have been worth paying my mechanic to do it.

In a few days, I’ll have recovered enough emotional and physical energy to return to the boat, add new coolant, bleed the coolant line, turn the raw water back on, pour water into the raw water pump, and start the engine. My worst fear is that the almost unreachable rear under engine hose will leak where I tried to reconnect it to the heat exchanger. With a mirror, I can see that it is not quite as far up the nipple as it was before the operation.

I wonder what is next?

Adventures of Jubilee

By Al Fricke • S/V Jubilee, 2000 C36 MkII hull #1867, San Francisco Bay

Jubilee's rigging rattled as she lay securely at anchor in the mud of Suisun Slough off the Sacramento River. The first of three predicted January storms came roiling in with low threatening slate gray clouds and pouring rain. It was a great day for multitudes of wigeon, teal, sprig, mallards and other migratory fowl. Our companion boat was vaguely visible through the mist. Below decks, the heaters were going full blast as the crew tried to dry out and escape the elements after an interesting half-day sail from San Francisco Bay.



Friends and family thought us crazy to attempt visiting a wild remote summer spot in mid-winter. We left with heads up despite their tears, fervent begging, and remonstrations.

Jubilee (Catalina 36 MkII #1867) and a companionship honorary Catalina (E-38 *Lagniappe*) have made many voyages together. We have the “itch” to sail all year around and retirement has cleared the way for much mischief. On this particular escapade, my age (72) significantly reduced the average age of the five male tripulantes on the two boats! By the time that my chief mechanic’s wife learned that there would be no other women aboard, it was too late for her to abandon ship.

At anchor, we explored miles of side sloughs by dinghy despite the bitter cold and damp. Later we shared stories over good food and drink while enjoying the warmth of the various heaters. There were no problems during the voyage other than that during one squall, the other boat’s CQR dragged some 25 yards through the mud bottom. *Jubilee's* new 44 lb. Rocna had the same length chain and rode and did not move.

Being in cell range, we were able to keep close track of the three closely spaced storms and in touch with our spouses. With the last disturbance forecast to be particularly vicious, a command decision was made to cut the four-day trip to three. We would have to skip the much-anticipated earthly delights of a shore leave in Benicia. This proved to be a wise move. After a morning high tide crossing of the slough bar, we motored down river past the remains of the navy mothball fleet, into the Carquinez Straits, and out into San Pablo Bay. Billowing majestic clouds dropped their contents on both sides of us, but somehow we were in the sun and enjoyed



a very easy atypical sail across San Francisco Bay to home base.

Jubilee's double chimney Dickinson propane heater normally keeps the boat quite dry. After this trip, I had to towel off dripping moisture from the cabin top throughout the boat to head off a severe case of mildew.

The crews of both boats returned to relieved and thankful loved ones. The stories are growing steadily into the stuff of legends.

C36/375 Fleet News

Fleet 3 had a good turnout for our meeting at Paul’s Homewood Grille in Annapolis. The majority of our Fleet spends a month or more in Florida each winter and we have held luncheons in Florida the past several years for any members available. This past year the luncheon was on St. Patrick’s Day. The Fleet 3 Spring meeting was on April 22nd at the Kentmorr Restaurant and Crab House on Kent Island. We are hoping for more great turnouts as we schedule the 2017 sailing season events!

You can catch up with Catalina Fleet 3 on our website at <https://sites.google.com/site/c36fleet3/>. During the sailing season, we monitor VHF channel 72 and answer all hails for “Fleet 3”!

Happy Sailing! –Sally Jack



Catalina Fleet 3 rafts up in Mill Creek in the Chesapeake Bay.

CATALINA 350 INTERNATIONAL ASSOCIATION

Commodore's Message



C350 Association
Commodore
Neville
Edenborough

Free, One Year Subscription

Three of our members had articles published in *Mainsheet*. As per our new policy of 2016, each member who has an article published in *Mainsheet* will receive free, one year subscription to C350IA. In the last issue, Richard Adlesic had published

his technical piece on cockpit table leaves, Barry Silverman and Les Fontaine had dueling

articles on sailing the coasts of Florida.

Congratulations you three, you have each earned one year's subscription to C350IA. The Treasurer will be in contact with you to provide this.

Vice Commodore Needed

It's hard to believe, but our Vice Commodore Henry (Pete) Travis has sold his Catalina 350 and bought a motorboat of some kind. He has been a wonderful Bridge member and a good friend. We will miss him in the activities of the Association.

This means that the position is open and we need a volunteer.

The duties of the Vice Commodore are to maintain the Membership Roster, welcome new and renewing members and fill-in for the Commodore when needed.

If any reader would like to volunteer for this position, or are willing to think about it, please contact me (nedenborough@yahoo.com). I will put you in contact with Pete to review his duties and time requirements.

Thank you Pete for all your service!

**Vice Commodore
Position Open**

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership remained relatively steady at 530 slightly down from the 547 from the February 2017 report. This 530 includes 29 C355s (up four from last fall, attributable to eight registration cards sent to us from Catalina, one over a year old; we apologized to those skippers

who didn't hear from us for that long).

Sadly for all of us (but not for her and Brian!!!), Vice Commodore Sue Clancy is moving on and up, into a larger boat. We appreciate the tremendous amount of personal and professional effort she has provided. Please welcome our new Vice Commodore Noah Rosenblatt, #1014, *Jete*, from San Diego.

Almost as soon as we completed our six week trip from San Francisco Bay to Vancouver Island, British Columbia, last summer the weather turned. October and November were the wettest months on record, and it

has also snowed a record numbers of times, with two major dumps that took weeks to melt. The temperatures have been 6C (11F) below normal from December through mid-March, with ice in the marina. I was able to take four overnight cruises in October and November to Genoa Bay, Musgrave Landing on Saltspring Island, and twice to Wallace Island. I've signed up for the Catalina Rendezvous at Roche Harbor in early May. Other than needing to do an oil change and a thorough cleaning upstairs, the boat survived her first winter.

I'm doing my homework and research on Canada. I found a wonderful book by Rory MacLean, *The Oatmeal Ark*, tracing his family history from the Scottish highlands to Vancouver Island almost entirely by water. Bridging the Gulf by Ed Gould is a 1970 peek at the Gulf Islands. From what I understand, not too much may have changed. Learning to decipher the currents in the massive government publication has been much more challenging than those in our former sailing grounds.

Now that spring is finally here, enjoy your season. **-Stu Jackson**, mraqua@aol.com

New Vice Commodore



C34/355
Vice Commodore
S. Noah Rosenblatt

Noah resides in San Diego, CA with his wife, Charisse, and is currently employed as Sr. Creative Director for a nationwide real estate management and development firm. He is a lifelong sailor, seafarer, yachtsman, and a former U.S. Merchant Marine

Master who holds a 1,200 GT Master of Freight and Towing license with an "all oceans" endorsement. For many years, he operated oil field supply and oceanographic research ships in the Gulf of Mexico, Atlantic, Pacific, and Arctic oceans as well as the Bering and Chukchi Seas. He has extensive experience in offshore yacht racing including 3 Transpacs and numerous yacht deliveries worldwide. Noah has owned several vessels over the years, both sail and power. His current pride and joy is a 1990 C34 MK1, *Jeté* #1014, berthed at the San Diego Yacht Club. Noah enjoys day sailing and weekend coastal cruising and when not on the water can always be found "working on the boat." He has plans for some extended cruising with family and friends in 2018.



Aquavite enjoys her first winter blanket after moving to the PNW from SF Bay

Association Editor's Message



C34/355
Association Editor
Jack Hutteball

If you are longing for the fun, friendship, camaraderie, and help that a successful fleet provides, find a fleet close to you, jump in and offer your help and support. You will gain more than you put in and you will never regret it. I recall as a first time sailboat owner being asked to join a

fleet, I felt totally inadequate, but it was the best thing we ever did in our sailing lives.

No C34 Fleets near you? Start a new fleet, or resurrect a dormant one by becoming the leader that becomes the glue binding the fleet together. Need to know how? Contact the new C34 Vice Commodore who has just been introduced in this issue, for assistance. —**Jack Hutteball**, Jhutteball@comcast.net

What Makes a Fleet Successful?

You have all seen them, the fleet at a great anchorage or dockside that seems to be enjoying more than their fair share of fun. What keeps them together and coming back for more great times together? To find out, I asked members of two very successful C34 fleets to provide some insight into what makes their fleet a Successful C34 Fleet. These are two very different fleets. Fleet 1 hails out of The San Francisco, California Bay area and has extensive cruising grounds, with lots of wind and tides. Fleet 13 is landlocked in Lake Lanier, Georgia with less cruising grounds and crazy “artificial tides” that affect their sailing. Here are their comments.

Fleet 1: What keeps a C34 fleet alive and active? For our Fleet, it is people who enjoy working to organize things and get others involved in all the activities. Fleet 1 has an active cruising program, with three or four cruises out per year, and an active racing program with fifteen races per year, including a four race, C34 only regatta over two days.

For cruising, which includes visits to communities and yacht clubs around the Bay, and destinations out the “Golden Gate” and along the coast, it takes the undivided attention of the Cruise Chair. His or Her job is to mutually work out destinations with the 9 regular cruisers for the year, and then pull all the details together. Most of our cruises are to destinations where there are restaurants and other things of interest to allow varied

activities and sight seeing – e.g. Petaluma for the American Graffiti Celebrations Weekend.

For racing, we have a group of very dedicated racers with boats divided into racer and cruiser divisions. These dedicated sailors race rain or shine in any kind of weather. The focus of the Fleet is to keep the costs down (preventing an arms race) with simple to understand set of one design rules to ensure all boats are much the same as possible. This is intended to keep the competitiveness from getting out of control and causing discord over perceived or real violation of the RRS. Our overall goal is to have some competitive fun.

It is the combination of cruising and racing that that provides the fun keeping our fleet together. —**Ray Irvine**, Captain, Fleet 1

Fleet 13: What is a fleet? What makes it more than a roster of captains who have chosen Catalina 34's for their sailing enjoyment? What has made the Lake Lanier Fleet 13 and Friends a tight-knit group for the last 13 years? (Fleet 13 existed back in the 90's but became dormant when many of the members moved to the coast or sold their boats.) In 2004, at a gathering at the lake, one of the previous members, Gail Krawford, expressed her remorse that Fleet 13 was dormant. The germ of that thought grew and the result was re-formation. I had recently retired and although I was the least capable sailor, it seemed I had the time to devote to the concept.

Ultimately, eight couples with 34's gathered for breakfast and made a plan. We publicized an organizational meeting at the clubhouse of Sunrise Cove in all the local lake publications and used word-of-mouth on our docks. The key to our ultimate success, I believe, was our determination to be “inclusive,” not “exclusive.” At first, we were a group for Catalinas, but eventually, we attracted our friends with other makes of boats to join in the fun. The result has been good for Catalina, as the more the non-Catalinas were with us at anchor or at Italian dinners, they learned of our reasons for being Catalina devotees. Today, converts from an Endeavor 33 to a Catalina 40 are on their way to the Bahamas where they will be onboard for four months!

What do we have in common? First, and primary, a love of being on the water and spending time on our boats. A close second is our desire to be with each other. And then, I have to mention that we are not racers. We like to sail, not necessarily to compete. That does not mean that sometimes we don't race, but it is not our main driver. Next, we are in about the same place in our lives—perhaps still employed, but none with little children. Also, we are willing to help plan and implement activities that draw us together. Over the years we have “traditionalized” some of

our most fun events, which are enjoyed in our homes, on the water, and some at our clubhouse. At our annual planning brunch on Memorial Day, we decide which events we will hold, who will chair them, who will help, and the date. Done for the year! Everyone is part of this!

One couple who had done a lot of Bahama sailing introduced us to the concept of a Lake Lanier Sailing Guide. Everyone was invited to suggest a cove he/she has enjoyed and provide the details - depth, bottom characteristics, location, capacity for anchoring. The Barneses even suggested that the organizers of each flotilla lead the participants to a “secret cove” that no one else probably knows about. The Guide became a book that served as a great resource for our meeting places on the water. Our flotillas have had themes, like the tequila-tasting flotilla which included Mexican food prepared in the galley of Lance and Kitty Jones' C34. We have usually attracted 8-12 boats to these events. What fun we have had! There is always a day of sailing built into the plan.

As a few of our members have moved their boats to the coast, they have stayed involved with us and have even invited guests from the fleet to sail the blue waters with them. As we have lost some of our lake's captains, we have gained some new members, too. If health issues cause sailors to sell their boats, they remain active with us, organizing land events and remaining close friends.

In summary, what started as a fleet has become a resource of friendship, support, help when needed, and camaraderie. We celebrate each other's joys and provide empathy when needed. I personally would not be on the water now had it not been for other sailors who have assisted me with all kinds of expertise. So, what is a fleet? A group of sailors who are also Friends for Life. —**Dottie Toney**, Captain, Fleet 13

From the beginning, the core group of Fleet 13 and other friends did not want to be exclusively C34, but wanted to become inclusive of all sailors that loved sailing, i.e. owners of C350, C36, Irwins, Hunters, etc. As a fleet we have evolved into a group of folks with a love of sailing and appreciation for each others strengths.

Our activities have been both boat based (raft ups, flotillas, etc.) and land based (Christmas parties, fish fries, and wine tastings, to name a few). These activities have deepened our friendship on a personal basis and given us the ability to share other nautical experiences. We have shared the challenges and joys of boat ownership along the way (thru hulls, packing glands, water leaks, dead batteries - you get the idea.)

(continued on next page)

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All of this could not have happened without our resolute, dedicated commodore who believes in us and our abilities as Fleet members. We are so appreciative that we have been able to enjoy being members of this illustrious group. **—Margar and Tom Danforth, Fleet 13**

There are two primary elements to our successful fleet. The first is a dedicated Commodore that is willing to step up and provide

the basic structure for the organization. That is doing the work that few want to do. These are tasks such as scheduling meetings and events, soliciting volunteers, keeping up with mailings, mailing lists and finance to name a few.

The second ingredient is committed group of members willing to raise their hands when things need to be done. Anyone can attend a raft up or social gathering, but not if there hasn't been people willing to work together

and plan it. That includes the fine details that make the event that much more special.

Fleet 13 has an exceptional Commodore in Dottie Toney that has shepherded the group for more years than she is willing to admit. It has also had a dedicated core of people that have never shied away from pitching in to help with an event.

The combination of the two has made Fleet 13 an example of how to make a fleet exceptional. **—Brian Hill, Fleet 13**

CATALINA 320 INTERNATIONAL ASSOCIATION

Parting Is Such Sweet Sorrow



C320 Association Commodore Kirk Mueller

Greeting from the beautiful but chilly Eastern Shore of the Chesapeake Bay. As most of you have surmised these articles are written several months before they are published. This one is being written in early March. As most of you will have found out by the time this article is published, circumstances dictated that I sell my beloved *We Go Now*. That sale means I am no longer eligible to be a board member. I will continue to a part of the C320 International Association as an Associate Member. I was recently reminded of a question that was raised at the end

of our last board meeting by our outgoing Secretary/Treasurer, Allan Field. He asked “what value does the Catalina 320 International Association offer their members for their thirty dollar annual dues?”. The room went silent.

As I stroll down the docks of my local marina I can't help but see the “graying” of our avocation. Economic restraints and changing priorities are reshaping the landscape of our Association. It is time for our younger owners/members to become more active in all areas of your Association. As with the any association of like-minded people I believe the most valuable member benefit is the other members. Without members with diverse opinions that are willing to step up and get involved we lose our reason for existing. We rely on the talent of our membership to move us forward

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

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

We would like to gather your inputs and have you work with your officers to plot out a course for the coming year. Together, we can make this an even better association designed around you. The board welcomes all your thoughts. Please support your new board and get involved in YOUR association.

It has been an honor to be your Commodore for the last several years and I look forward to seeing you out on the water.

“Sail Fast....Live Slow”. **—Kirk Mueller, kirkm753@gmail.com**

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

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CATALINA 310/315 INTERNATIONAL ASSOCIATION

Welcome Aboard!



C310
Commodore
Alan Clark

On Behalf of the Catalina 310 owners association and Catalina Yachts Welcome aboard!

We are sure you are as excited and we all are/were when we first got our C310s and anxious to get out sailing!

You will find lots of guidance and benefits by joining the 310 IA

association; also, we look forward to your adding input to aid others!

As an association, we offer benefits such as BOATUS discounts and Edson Marine offers along with great friendships from fellow sailors.

Please feel free to contact any of your Flag staff above with any questions or concerns. Again welcome! **-Alan Clark**, aclark1325@woh.rr.com

Things They are a Changing



C310
Association Editor
Bob James

The C310 IA is growing bigger and better. As I write this, here in Ohio we are just at the tail end of winter on a blustery March, double reef, chilly and maybe not leave the dock day. The boats are still on the hard, the dock fees are due, the launch order is in, and

the commissioning to-do list is being prepared. When you read this in May the boats will be floating, the lake water is warming up and shake-down sailing may have been completed as we get ready for the summer. The seasons they are a changing.

Your association is also changing. When you read this the Catalina 310 International Association will have welcomed into our association the owners of the new Catalina

315s. We look forward meeting, boating and socializing with the 315 group.

And, remember to send me your sailing tales and pictures and as our association grows let us communicate and advertise your events and rendezvous to the association members. Good sailing and fair winds always from the right direction. **-Bob James**, bob@advancedreading.com

Welcome
Catalina 315
Owners!

CATALINA 30/309 INTERNATIONAL ASSOCIATION

Time to Request Those Articles



C30/309
Association
Editor
Max Munger

The winter months produced very little in technical or cruising articles. I hope that the spring initiated more maintenance and travel experiences from our members. So it is time to request those articles and tech tips for the *Mainsheet* and for our website and YAHOO email list. Just a short

write-up and a picture or two of any projects you have completed on your Catalina 30. This issue Tech Talk has an excellent example of an engine replacement article and some neat ideas on using templates to guide refitting the compartment, the engine beds and the settee covers.

Speaking of overhauls, the catalina30.com website suffered some software glitches and is in need of rebuilding and reshaping. IC30A is looking for a long term commitment from persons willing and able to take over the site and make it more appealing to members. Another group seems to be working on a 'wiki' site, but little progress is being made amongst decisions such as 'members only access', user uploads and management of the content. Newer members

are upset with the YAHOO email list and are seeking other solutions, but again nothing created. This is beyond my time and effort these days and we really need a permanent commitment.

Membership keeps dropping and the internet usage keeps going up (for free). So please make an effort to recruit other C30 owners into IC30A. We need your support! We also need your comments and suggestions. Most of our fleets are still alive but infrequently heard from. Check the fleet listings for online addresses for their newsletters etc. And hey! Join up or form a new fleet where you are. There are not any special rules or boundaries. Just let us know what you are up to these days.

One of my favorite fleets is the Gulf Coast #10 down in Houston TX. See their recent awards article in *Mainsheet* and visit them on their website. IC30A was there in 2006, but a subsequent hurricane destroyed the yacht club and docks. They have rebuilt and are still going strong.

At this time (March) IC30A is looking at Chicago for this year's National Regatta during September. Check the website. Please consider joining us there for a fun weekend of races and parties! Bring your boat or come and crew with others. Keep on sail'n.

-Max Munger, maxmunger@verizon.net

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

(continued from previous page)

Fleet News



(left to right) Rod Worrell (behind the camera), Lucy Worrell (“First Mate” and holding “Fleet Spirit”), Jim Sheffield (“Rookie Skipper”), Matthew Hooter, holding Bill and Martha Jorgensen’s (“Recruitment”), Ken and David Brooks (“Can-U-Do-It”), Denny Fegan (“Most Improvements”), Kate Fegan (“Culinary”), Glen Ellis (“Harvest Moon Regatta”) and Ernie Hooter (“Agenda Activities”) As Rod said, the meeting was a nice way to recognize and complete our 14th year together as an organized fleet within the International Catalina 30 Association. Everyone agreed with Cap’n Ernie that “The best was yet to come”.

Fleet 10: Old and new salts of Catalina 30s Gulf Coast Fleet 10 gathered at Joe Lee’s Kitchen in Kemah, TX. on Saturday, December 10th for their 2016 end of year meeting. Captain Ernie Hooter (“no diesel

engine for me, eight years all-electric is better!”) presided over the meeting. Some famous and infamous sea stories and tales that occurred during the year were recounted and toasted. Old salt Denny Fegan recounted TWO accidents in separate vehicles (one at sea, one on land). Not only did both Denny Fegan and Glen Ellis serve as navigator and deck hand on winning boat Cache in the October 2016 Harvest Moon Regatta, but they returned her home as her stand-in skipper and crew. Ken & David Brooks completed ALL of the season’s Fleet 10 “CUDI” (Can U Do It) series races. These races cover a three-legged eleven mile course in Galveston Bay, a most impressive accomplishment of sailing prowess.

Rod Worrell was the star of the meeting. With the gracious assistance of his First Mate, Lucy, he presented nine different awards to deserving members of Fleet 10. The awards were inspired by three different-sized children’s cowboy boots leftover in his



Rod Worrell created the award ‘boots’

garage from our hosting of the 2006 Catalina 30 National Regatta and Rendezvous. At the beginning of the year, Rod proposed using them as some sort of trophies to the Fleet. As background, the 2006 Catalina 30 National Regatta was “Texas”-themed (of course!). The trophies in all racing categories were beautiful fully bronze-plated cowboy boots. As a matter of fact Max Munger took first place in Non-Spinnaker and went home with one! During the year, Rod created the various categories and transformed the boots and other theme-related items into these awards. Terrific job, Rod!

The proud old and new salts at the December meeting are shown displaying their awards. Not shown are Bill and Kathy Loden (*Fleet Spirit*) and Bill and Martha Jorgensen (*Recruitment*). –**Jim Sheffield** 1988 C30 Mk. II “Lorraine” Member of Catalina 30 Gulf Coast Fleet 10

CATALINA 25/250 & CAPRI 25 INTERNATIONAL ASSOCIATION



C25/250 & Capri 25
Commodore
Russ Johnson

Thank you to all the volunteers of the C25/250 and Capri 25 Association. We have some new faces this year and here’s a list of the officers and staff.

Commodore, Russ Johnson, San Ramon, CA; Vice Commodore, Sam Bruce, Gilbert, SC; Treasurer, Roy Hinrichs, Weatherford, TX; *Mainsheet* Association Editor, Brian Gleissner, Woodbury, CT; Catalina 25 Tech Editor, Seth Martin, Roanoke, VA; Catalina 250 Tech Editor, David Gonsalves, Duvall, WA; Web Master, Paul Alcock, Margate, FL; Web Master, Jeremy Duck, Hudson, FL; Facebook Admin, Roy Hinrichs, Weatherford, TX

We also have some open officer and staff positions

- Secretary
- Catalina 25/250 Measurer
- Capri 25 Measurer
- Capri 25 Tech Editor

Please contact me if you would like to volunteer. Thank you. –**Russ Johnson**, commodore@catalina-capri-25s.org

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Passing of a Friend

By Ted McGee

On June 6, 1944, the Western Allies of World War II launched the largest amphibious invasion in history, landing on the beaches of Normandy. Beattie was a young man at the time, living in his homeland of Ireland. I remember a photo of Beattie hanging in his home in Fort Walton Beach, FL. Beattie is at the helm of a sailboat and behind him is the Normandy Invasion Fleet.

Eventually Beattie would bring his sailing expertise to Catalina Yachts, building and selling the Catalina 22. The success of the Catalina 22 in a very large part belongs to his efforts. Beattie was always available to lend a helping hand when it came to sailing. No one was turned away when they asked Beattie for help, especially where the Catalina 22 was concerned. I met Beattie Purcell at the National Regatta, Lake Hartwell, in 1997. We didn't see much of his boat. He was always way ahead of us. Over the years, Beattie and I became great friends.

In 2001 the National Regatta was held at Fort Walton Yacht Club. Beattie was the Vice Commodore and Dora and I had come to help with race committee. Beattie always had a keen sense of humor. Beattie and I were at a copy store making copies for the regatta. We were talking about photography, as Beattie knew this was an interest of mine. He told me a story of when he was a younger man how he had a photography store. From time-to-time someone would bring a photo in for restoration. One day a lady brought a photo of her husband who had recently passed away. In the photo the woman's husband was wearing a hat. The lady explained it was the only good photo she had of him and she wanted Beattie to remove the hat so she could see his beautiful wavy hair. Beattie thought he could do this and asked the lady what color hair did her husband have. "Well", she replied, "you'll

know that when you remove his hat!" I had the opportunity to work with Beattie again in 2009. The National Regatta was scheduled to be held in San Francisco. A few months prior to the regatta we were told that we would not be able to hold the regatta as planned. With only a few months to organize a new venue I made a call to Beattie. Without hesitation, Beattie stepped up, taking on the role of Vice Commodore, and along with members of Fleet 77 and Fort Walton Yacht Club they delivered a successful National Regatta with 27 Gold Fleet boats and 9 Silver Fleet boats taking the start line. Beattie on his boat, Tango, competed in that regatta as well as organized and help run it. Beattie's son, Brent, also competed on his boat, Fandango. The love of sailing is something that Beattie managed to pass down to his sons. Beattie led Fleet 77 and Fort Walton Yacht Club two other occasions as they hosted the 2013 and 2016 National Regattas. His love for the people that sail the C22, his love for the sport, and his love for Fort Walton Yacht Club lasted a lifetime. It was an honor for me, on May 26, 2016, to be part of a group representing the Catalina 22 National Sailing Association as we recognized Beattie with a lifetime achievement award. Beattie passed away on January 28, 2017. Dora and I were working with another regatta that sailed from Key West, FL to Havana, Cuba. We were just finishing up dinner at the casa we were staying at when news reached us of Beattie's passing. Conversation around the table turned to sharing stories about Beattie with friends Hal and Sally Smith. Hal and Sally were longtime friends of Beattie and well known in the Catalina 22 world, having owned a C22 and competed in the association. Others around the table were drawn into the conversation. It was a much sadder evening when we finally turned in for



Beattie Purcell

the night. Beattie's memorial was held on February 18, 2017 in Fort Walton Beach. It was not billed as a memorial, it was billed as a celebration of life. Beattie was 91 years, a husband, a father, a friend, and a sailor. He was focused outward, not inward. The celebration of life was in three parts; a church service, followed by a reception at Fort Walton Yacht Club, and a flotilla of boats spreading hundreds of roses on Choctawhatchee Bay. Friends and Family of Beattie came to share stories and remember the man that was an integral member of their family and their friend. Dora and I joined in the celebration, along with Beattie's family, Fleet 77, and Fort Walton Yacht Club.

As I tossed a rose in the water I remembered a man who, though late in life, still sailed with the same spirit as a younger man I once saw a photo of. A younger man sailing in the English Channel undaunted by the Normandy Invasion Fleet behind him.



Ted McGee and Beattie Purcell



Dora McGee tossing rose in water at Beattie Purcell Memorial Flotilla near Fort Walton Beach, Florida (photo by Ted McGee)

*Thomas Beattie Purcell,
Born October 6, 1925, in
Belfast Country Antrim,
Northern Ireland, Died on
January 28, 2017, Defiance,
Ohio, USA*

Advertising Index

A.B. Marine 21

Beta Marine..... 35

The Canvas Store 29

Catalina Yachts Store 9

Cruising Design, Inc..... 5

Doyle..... 29

Edson C4

FX Sails 46

Hamilton Ferris Company 37

Forespar..... 26

Garhauer Marine C3

Genco Marine..... 21, 35

Kato Marine 18

National Sail Supply..... 48

PYI Inc..... 13

Sail Warehouse..... 45

Schaefer Marine C2

Sea Hawk Paints 34

Seoladair Ltd..... 25

Signet Marine 31

Tufted Topper 33

Ullman Sails..... 14

Yacht Thruster 15

Zarcor..... 44

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CATALINA 22 NATIONAL ASSOCIATION

**2017 Catalina 22 Great Lake Cruise
 July 29 to August 5**

By Geoff Endris

Once again, this year, we are gathering Midwest Catalina 22 sailors for the Great Lakes Cruise. This year's cruise will begin on Saturday July 29, 2017 and end on Saturday August 5, 2017. Our destination is Lake St. Clair near Detroit. If you have never been cruising, this is a great chance to try it out in somewhat protected waters. Lake St. Clair is large enough to have some long sails, but small enough to keep the waves to a manageable height.

We will spend 7 nights cruising the lake. Our itinerary will take us from the northern part of the lake (Anchor Bay), down the Detroit River to downtown Detroit and back again. You will spend all 7 nights on your boat, but we will be staying at marinas 6 of the 7 nights. We will sail every day – weather permitting.

A typical day begins with breakfast around 7:00 or 8:00. We meet as a group around 9:00 to plan the day's sail and make sure everyone is ready. We head out of the marina around 10:00 or 10:30 depending on when everyone is ready. The trips are short and can easily be sailed in 4 hours. If the winds are too light, we have no qualms about using the motor. Along the way, we may raft up for lunch if there is an inviting cove, or eat along the way.

We are typically off the water between by 4:00 in the afternoon. We take a long hot shower; have a nice cold fruity rum drink or some other adult beverage at the marina and head to a local restaurant for dinner. On the way back, we'll stop for ice cream, or buy a bottle of wine to share back at the marina. The next morning, we start all over again.

You will be sailing with a group of experienced sailors who have sailed on all 5 of the Great Lakes. They have plenty of experience and are eager to share it with you. We sail in a pack and make sure everyone is within eyesight, is safe and enjoys the cruise. You will make friends that will last a lifetime. Many of the cruisers have been getting together every year for over 10 years.

So, if you ever wondered what it would be like to take your Catalina 22 somewhere different and try a new sailing venue, this is your opportunity. Mark your calendar for July 29 – August 5. Put in your vacation request. Get your trailer road ready. Find your boat cushions and put your porta potty back in the boat. We have menus, equipment checklists, trailer checklists, and other helpful hints.

Some people cruise as a husband/wife couple. Others bring their son, daughter, niece, nephew, grandson, or granddaughter. Heck one guy has been bringing his Mother for the past 5 years. It is the highlight of her summer.

Don't delay! Send an email to Mike Brackett at gunsmoke9150@comcast.net and let him know you are ready to join the cruise.

Our itinerary will take us from the northern part of the lake, down the Detroit River to downtown Detroit and back again.

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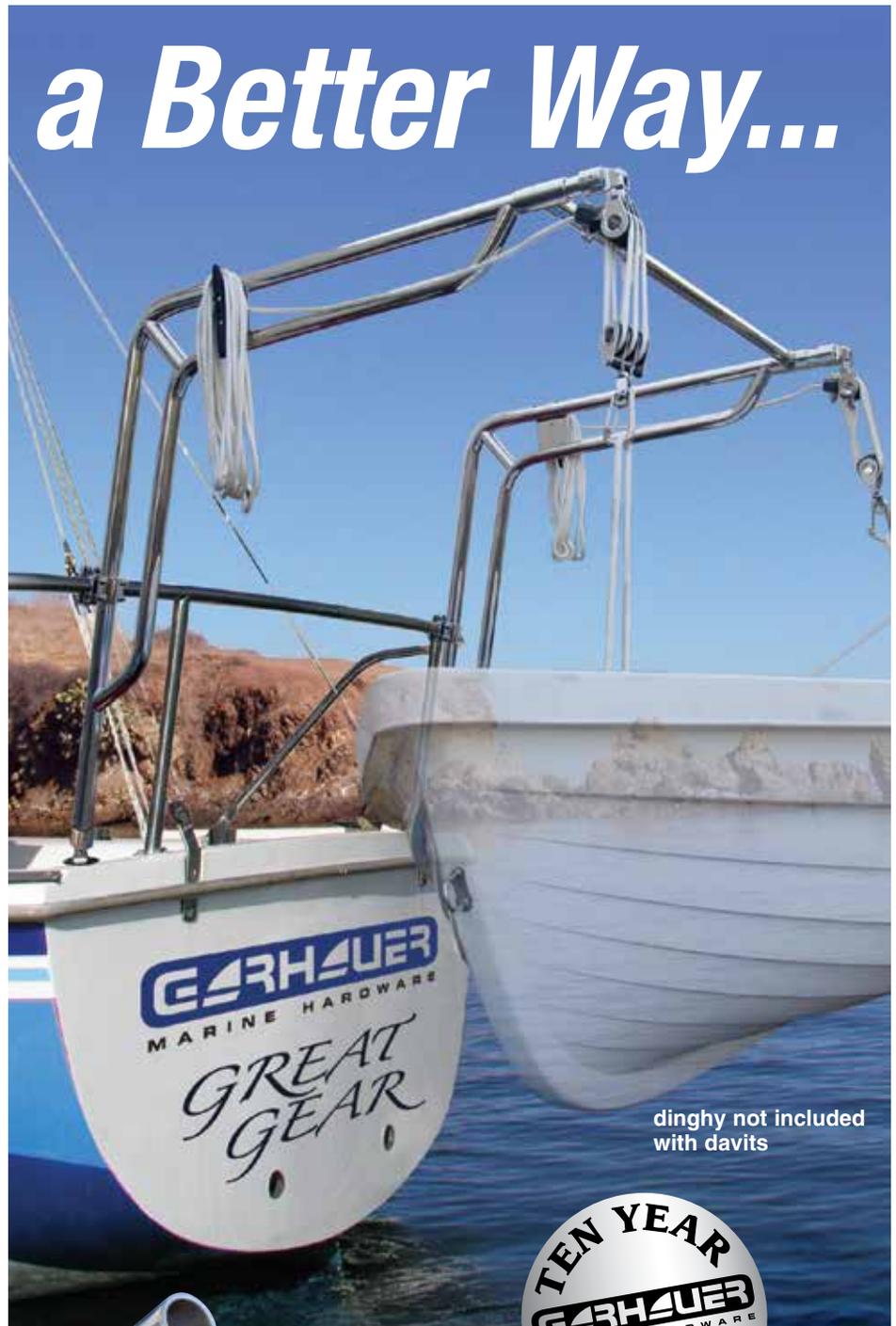
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