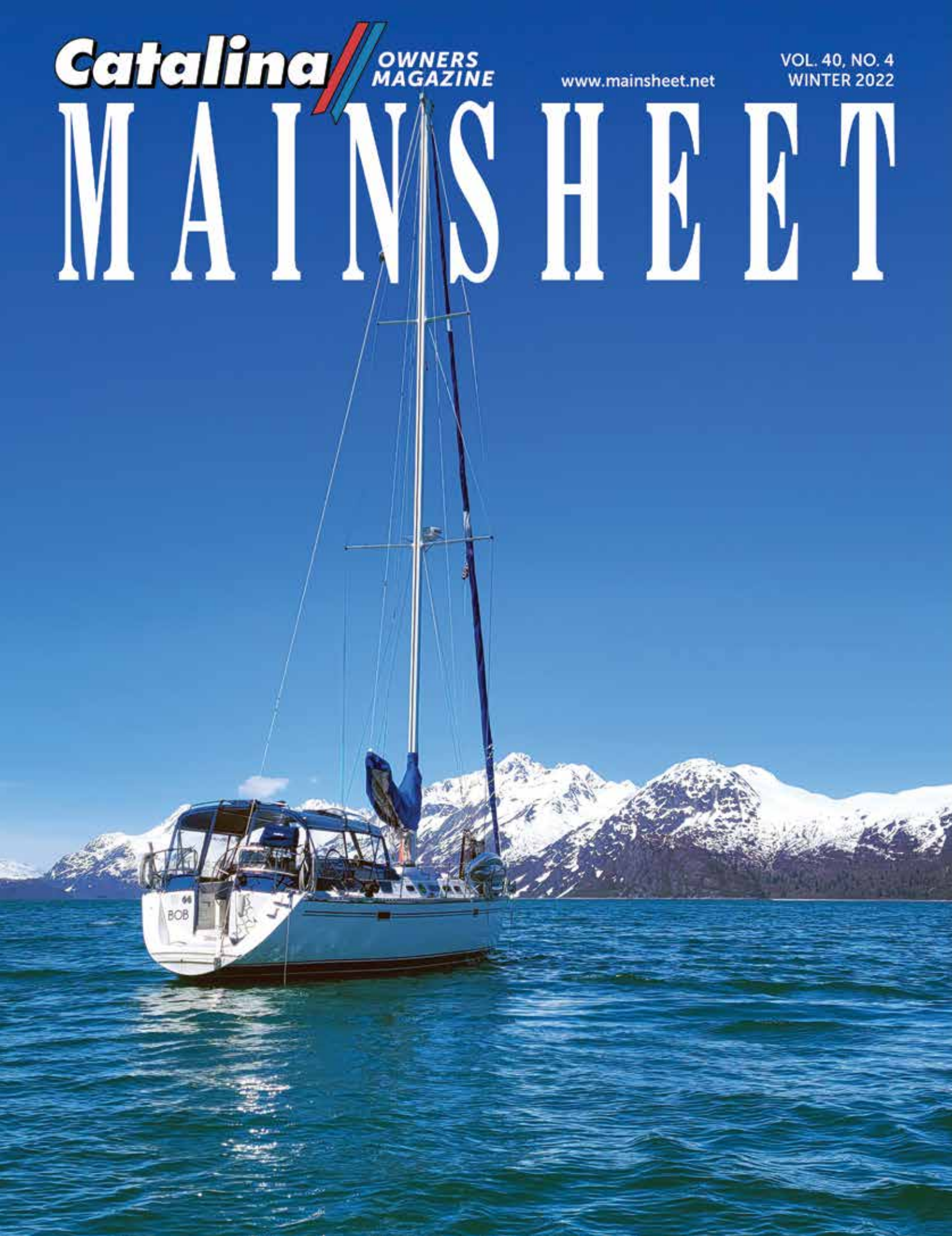


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VOL. 40, NO. 4
WINTER 2022

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WINTER 2022

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WWW.MAINSHEET.NET

Winter 2022 • Password: W404



EDITORIAL:

CATALINA MAINSHEET (ISSN 1527-9073) is published quarterly by Eagle LTD. 3504 Amberley Trail, Evans, GA 30809. Periodical postage paid at Evans, GA 30809, and additional offices.

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SUBSCRIPTION INFORMATION:

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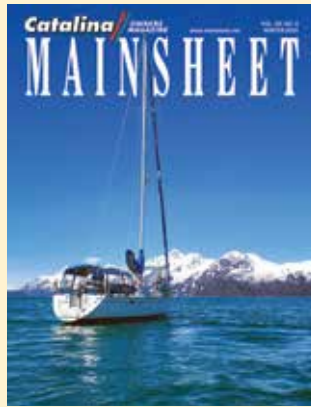
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S/V *BOB* (C/M50 hull #18) lies at a lunch anchor in a snowy Scidmore Cut in Glacier Bay, Alaska. COVID-19 limited the numbers of cruise ships and other boats in SE Alaska this year, and most anchorages felt like true wilderness. S/V *BOB* is enjoying a refit in Bellingham this winter and looks forward to his 23rd charter season in Alaska this new year. —**Capt. Blain Anderson**, Sound Sailing - S/V *BOB* Sitka, Alaska, (907) 887-9446 www.soundsailing.com



“NOW HEAR THIS”



Making A List

My fall sailing season has come to a close. The sails are carefully rolled and put away. The boat cover has been buttoned down as winter is near. I am making my list for Saint Nick, and I hope he thinks I have been nice. A new set of sails is on the top of the list.

Happy Holidays to all and, remember, spring sailing is not far behind!

—**Jim Holder**, Publisher

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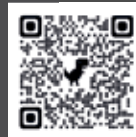
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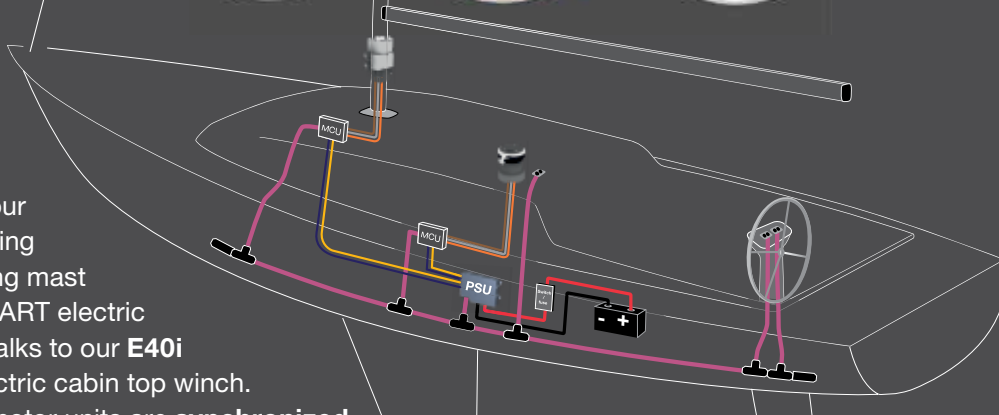
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View from the Bridge:

C400 MKI Steering Refit

By Bob Kempe, S/V Drift Away, N Kingstown, RI



C4 Series Association
Technical Editor
C400 Hulls
Tom Sokoloski

Thanks to Bob Kempe for submitting this article. —**Tom Brantigan**

Seven years into the refit of Drift Away, our 1995 C400 (Hull #30), I feel like I am over the hump. Electrical, electronics, rigging, sails, plumbing, canvas, engine; all have been reworked, serviced, upgraded or replaced.

That left one more system to do before cutting the lines and heading south this year (finally). The C400 MKI steering uses an Edson Marine cable and conduit system attached to a quadrant and a turnbuckle. The MKII's



Chain and cable assembly going to the wheel



Complete kit, showing two sections cut for grease fitting insertion

incorporate a radial, dual groove wheel attached to the rudder post. A much better design, which I wish had been possible to retrofit on a MKI. The advantage with a radial wheel is less friction and independent attachment to the two helms. Unlike the conduit system, if a wire or chain breaks on one wheel, the other wheel is fully functional.

The first step was to remove the shelving and contents of the aft lockers. Then I measured, diagrammed and photographed the entire system. Next, I contacted Edson and spoke to a member of their service team. Edson is located in New Bedford, MA, about an hour's drive from where I live in RI, and over the years, I have met the company's CEO and some of the senior engineers while sailing around New England. They still behave like a small local company and their support is outstanding. Edson recommends

replacing conduit systems after ten years. As far as I knew, mine was original. Amazingly, they still had the bill of materials for the C400 MKI on file, twenty-seven years later. Wow. The only modification to the list I made was instead of ordering twenty-foot sections of conduit and separate end fittings, I ordered two seven and two eight-foot pre-assembled sections. This meant I only had to make one cut on each section to insert the grease cup fittings.

Removing the old conduit and chain was expedited using an offset grinder with a cutting wheel. That worked well for the exposed parts in the aft lockers. It also works for any cuts needed in the new conduit. At the base of each steering section there is a dual in-out conduit idler. It is accessed via inspection ports in the aft cabin. In some of the MKI's, it's possible to drop the entire headliner. Mine is a one-piece molded liner and that is not

VIEW FROM THE BRIDGE:

(continued from previous page)



The old conduit and chain removed with a cutting wheel



Dual in-out conduit idler assembly

an option. I elected to remove the idlers through the inspection ports with the cable out and the conduit still attached. They can also be pulled out via the aft locker, once unbolted. Difficult, but the only way to reach the end fittings on the conduit. They are attached with three bolts and a backing plate in the cockpit.

Installing the new system was straightforward. Pre-greasing the cables before inserting in the conduit is a must. Only use a synthetic grease. Super Lube is recommended. Another good tip from Edson was to measure the conduit along the cable and only grease the cable sections that would stay in the conduit. After attaching the conduit to the idlers, the most difficult part was running the cable through. I partially ran the cable in the conduit before I fully mounted the idler back in position. The reasons for this are apparent when you see the cable clearance on the idler. I added the rest of the sections in pieces, installing the grease fittings as required. I found it was easier to screw the conduit into

fittings, rather than force them in. I would also note that following my previously created diagram was critical in locating the cables correctly. When attaching the cables to the quadrant and the turnbuckle be sure to position the cable clamps properly. The axiom is “don’t saddle a dead horse”.

Final attachments and adjusting everything properly are more of an art than a science. If you want to get the wheels aligned in the same position, it is necessary to play with each wheel’s cable attachment at the quadrant, balanced against the turnbuckle and the amount of tension required. Good luck with that. I have reached the “close enough” stage for now. All of the parts from Edson totaled about \$2400, plus shipping.

For more information, contact Edson Marine: edsonmarine.com
–Bob Kempe, S/V Drift Away, N Kingstown, RI

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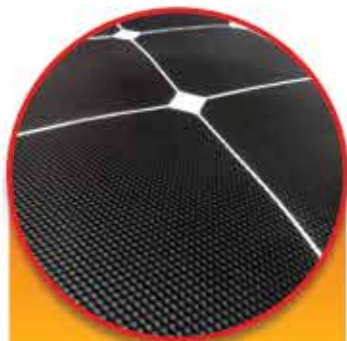
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Change of Course:

Ay Caramba!

By **Bill Martinelli, C470 Commodore** • Photos by **Julie Olson**



We've been home from Mexico since July 15, and I've been ready to return to Voyager in La Paz for the last two weeks. Our plan was to leave next Tuesday; as usual we've gathered up a bunch of stuff to fill the car to almost overflowing. We can't leave Tuesday because

Hurricane Kay has slowly very slowly headed north, visiting the Baja all the way from Cabo San Lucas to Ensenada and even impacting southern California.

By Tuesday, Kay will have passed but significant water damage to the roadways will need to be repaired. High winds have knocked down power lines, cell towers and damaged buildings in some towns. Fortunately, Mexico is very good at doing road repairs in a timely manner as Highway 1 is the only way to travel north-south in the southern Baja.

There is also the question of fuel! Will there be any, or power to pump it? If the fuel trucks can't use the road, the gas stations won't have anything to sell. This happened in 2014 after Hurricane Odile - we had to delay our return south at least a week for the same reason.

We received mostly positive post-storm reports from lovely Puerto Escondido, 14 miles south of Loreto. P.E. is

a well-protected bay about a mile long and 3/4 mile wide. They have slips for about 100 boats and moorings for about 75. Up to 60 knots of wind was reported. They had some damage to the docks, some unfurled sails, and one sailboat came loose from its mooring during the blow but was rescued by fellow cruisers and re-secured. We really enjoy sailing the Loreto area and its nearby islands, and are hoping that the significant rainfall (after a few years of drought) will encourage the local pesky bee population to stay ashore (versus visiting boats) when we return to that area next month.

In the upper Sea of Cortez, the bay of Puerto Don Juan (latitude 29N) is considered a well-protected anchorage at the eastern edge of Bahia de Los Angeles. The BoLA area is where a number of boats hang out during summer months because hurricanes rarely if ever travel that far north. Well guess what, Hurricane Kay went there. About 18 boats were anchored in Don Juan. Up to 60 knots wind and a bunch of rain battered the bay but everyone made it through safely and with no anchor dragging so they really prepared well. An old shipwreck on the beach broke loose (I'm pretty sure it was there when we visited in 2011!) and floated around for a bit seemed to be the biggest drama. For many in the fleet, it's their first year in the Sea. Worth watching is this short YouTube - <https://youtu.be/Va1JGO46oic> - It's not



Playtime in Puerto Don Juan



Whale shark sculpture, Bahia de Los Angeles village



Firefly, sailing out of Puerto Don Juan

a Catalina but a gives you a good feel for their experience during Kay.

Communications technology has changed rapidly as we all know. With the advent of Starlink, we received live reports from friends who were hunkered down at Don Juan. That entire region of the Sea is almost completely off-grid. Until just recently, SSB/HAM has been the essential lifeline of communication and weather info. The nearest cell tower is at least 75 miles away. If one is desperate and weather permits, one can go into Bahia de Los Angeles village and pay for some slow internet-café type connections. So Starlink is becoming very popular among Mexico cruisers. There was plenty of Facebook chatting going on during the storm, probably some Amazon Prime watching too. Our best guess so far is that there are at least 30 boats in the Sea of Cortez who have installed Starlink.

Today is September 9 and TS Kay is now around Ensenada and is slowly dissipating. It is predicted to give some high winds and badly needed rain to Southern California.

We just have to wait around and see what road reports we can gather up to decide on our departure date. And install our new Starlink for Voyager.

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Close Encounter: Fire Safety

By Joe Grande, S/V *Whisper* #772 • Catalina 320 International Association

As you read this, both Summer and Fall are behind us. Summer did make its way to the Pacific Northwest, setting records for days in excess of 90 degrees. A few cruising goals were achieved locally in Washington water, while long range cruising into Canadian waters was postponed to next year.

Soundly asleep in *Whisper's* aft stateroom, I was awakened at 2300 hours on August 5th by a violent shudder. Barefoot, I scrambled into the cockpit to be met with this view of a houseboat fire raging in the adjacent marina not more than 70 yards away. The hull shudder was caused by the arrival of Seattle Harbor Patrol who quickly began getting water on the fire. Seattle Fire joined the attack from the parking lot. It is amazing that damage was limited to the destruction of the houseboat and scorching of three close by boats. Our good fortune was the result of a mild NE breeze. A southerly of 10 to 15 knots would have resulted in a much different outcome.

I spoke with the boat owner the next morning. She had left her home 30 minutes before the fire broke out and had no knowledge of what could have been the cause. You can see a fire hose stand just off the lower left corner of the photo which was inoperable.

Our marina has 3 firehose stands which when activated are fed by unrestricted city water. We are planning on an active fire drill so we can learn how to handle a pressurized hose.

With the frequency of marina fires, what can you do? Begin with your own boat. No 15-amp household



extension cords. Check your shorepower cord on both ends for any scorching. ALWAYS turn off your onboard shorepower circuit breaker before connecting to or disconnecting from the dock. When you plug into the dock, twist to the right to lock your Marinco or Hubbell plug to the post.

So, that's the fire safety article that has been percolating in my brain since the August event. There have been two additional marina fires in our area. And then life happened...

Over Labor Day weekend we cruised from Seattle to Edmonds and then on to Mystery Bay, a Washington State Park on the west shore of Marrowstone Island. I noticed that my Balmar 80 amp alternator was not charging my two 4D AGM batteries. Before joining a raft-up in Port Ludlow's back bay, we stopped at the fuel dock to pump out our holding tank. While Natalie went to the marina store, I removed the front engine pod to check the 80-amp switch for my Balmar MC-614 Smart Regulator. It was off. I turned it on and recovered the engine.

I smelled smoke. I stepped to into the cockpit to check its origin. IT WAS ME! Smoke began to pour from my aft stateroom. Wetting a dishtowel to no avail, I grabbed my galley fire extinguisher and put out the fire. After offloading burned memory foam topper, mattress pad and bedding, we were able to spend the night with friends and return to our Seattle marina home.



By the time you read this, our recovery will be history. A lesson learned and a recommendation: before you have an event involving your vessel insurance, have an active app or at least someone to contact. With the recent “chatter” on our 320IA website about insurance, I will admit to having a GEICO Yacht Policy. I had been with Markel for years until they discontinued serving the yachting market. My broker found GEICO two years ago and then GEICO dropped out of general agent representation. I am on my own, but so far it looks good. For whatever comes your way, stay safe and sail on.

Note from Gerry Douglas:

The Balmar alternator and charge controller were aftermarket items and were not factory installations. Owners should be careful when installing aftermarket electrical Equipment to follow ABYC recommended standards for wire sizes and terminal connections. Alternators can generate a tremendous amount of heat especially if a manual controller is used. Care should be taken to provide additional ventilation to the alternator when recommended by the alternator manufacturer.



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Coronado 15 National American Championship

Half Moon Bay Yacht Club • August 12-14 2022

By Lucy Gillies, HMBYC



This year's Coronado 15 North American Championship (NAC) was dedicated to the designer Frank Butler, who sadly passed away on 15 November 2020. Frank designed the Coronado 15 back in 1968 with the intention of creating a fun, competitive and affordable racing dinghy. 54 years on, the fleet is still active and competitive and though dwindling in numbers is still sailed by enthusiastic and passionate racers who enjoy nothing more than coming together to challenge the trophy.

Seven boats gathered at the High Sierra Regatta in July to warm up for the National Championship to be hosted by Half Moon Bay, California just a month later. Being host club, Half Moon Bay was able to invigorate local sailors and enter nine boats. Sacramento fielded two boats, Tahoe one boat and three boats travelled up from SoCal making a total line up of fifteen – comparable to 2021.

Conditions could not have been better for the Championship. The weeks prior to the weekend of August 12-14th were damp, foggy and very low wind. However, the stars aligned, the weather gods co-operated, the sun came out and breezy conditions made for a very competitive, challenging and all-round fun event.

Friday was the traditional Syd Corp series – designed to determine the Corinthian and Cabrillo Fleets for the Championship itself. Racers were treated to some erratic conditions with winds in the high teens gusting to nearly 30 knots. A number of boats fell foul to the gusty

CORONADO 15 NATIONAL AMERICAN CHAMPIONSHIP

(continued from previous page)

conditions and kept the volunteer chase boat crew very busy. Many racers were unable to join in Fridays' events due to work commitments and perhaps were relieved to miss these challenging conditions. However, for those who did, there were lots of stories to tell and some urgent repairs to be made before the serious racing began on Saturday. Ole Elchorn was running on rocket fuel with a local crew for the day, Tom Hughes, while the rest of the fleet did their best to avoid taking a swim in the frigid waters of Pillar Point Harbor. The combined crew weight of Arman Rezaee and his 8 year-old daughter Simone was not enough to keep the boat upright the entire day but certainly not enough to dampen their spirits. While having to retire from one race on Friday, they participated in every race of the NAC series. Very impressive to say the least.

On Saturday the sailors were split into 8 boats in the Corinthian fleet and 7 in the Cabrillo fleet. The conditions continued through Saturday with breezy but more moderate winds than Friday, which allowed for some very tight racing around the marks with often 4-5 boats fighting for room at the marks. Mark rounding skills were certainly put to the test. That's racing!

Sunday was a slightly different story. While still being beautifully sunny, the morning began with very light winds, out of the south west. This is not the typical wind direction for Half Moon Bay. Two short courses were run and as sailors began the third and final race of the series there was a somewhat anti-climatic feeling in the air. However, a very abrupt 90 degree shift in the wind direction during the third race gave the race committee cause for action. The PRO Beth Richards abandoned the race, the course was re-set in record time and an amended course was started within 10 minutes. Comfortable with its more familiar direction the wind picked up and the regatta ended with another breezy, lively, thrice around long course to cap off 3 fun days of racing, leaving racers fatigued but "wanting more".



The Corinthian Fleet was won by skipper Dave Rumbaugh (above left) from Sacramento. Very close behind in second place was skipper Ole Elchorn (SoCal).



The Cabrillo Fleet comprised predominantly of Half Moon Bay Yacht Club racers and was won by skipper Bence Gazdag (above left) and crew.

The Corinthian Fleet was won by skipper Dave Rumbaugh (Sacramento), very close behind in second place was skipper Ole Elchorn (SoCal) and third place went to Travis Wilson from Lake Tahoe. The Cabrillo Fleet comprised predominantly of Half Moon Bay Yacht Club racers and was won by skipper Bence Gazdag, followed closely by Marc Arsenault and third place went to Carl Hage.

There were several memorable and take away observations from the weekend. The Hull "First in Fleet" belonging to veteran C15 racer Charlie Quest was present and despite a fallen mast on Friday causing major deck damage, some overnight repair meant this historical hull was still in the mix on Saturday and in fact was leading the 3rd race on Sunday which sadly (for them) was abandoned due to the wind shift.

Another observation was the number of familial teams. HMBYC first Commodore John Powell raced on Saturday with his grand-daughter Clara, a regular summer camp attendee over the years. Stanly Martin raced with his daughter Zoe, finishing 6th in the Corinthian Fleet and Arman Razaee raced with his budding 8 year old daughter Simone. "First in Class" was skippered by Charlie Quest with his son Andrew crewing. New to the NAC's was Ken Coverdall and his son KC and of course the dynamic duo husband/wife team of Marc Arsenault with Claire Sheehan. It is the next generation of up and coming sailors that will keep the fleet alive and blossoming and it was so encouraging and heart-warming to see this happening at a competitive level.

The other take away was the camaraderie amongst the sailors. While on the water its "all business" and competitive. Off the water there were new friendships being forged and old friendships being rekindled. While many sailors may only see each other once a year, it's the tradition of hosting out of town racers, dinners where stories can be shared over a glass of wine, and where boat maintenance tips and spare parts can be shared in a crisis that make being a part of the Coronado 15 family so enjoyable, inclusive and fun.

The venue for the 2023 North American Championship has not been confirmed. Huntington Lake is a firm favorite,

not only because of its convenient location but also its beauty and idyllic conditions. A few other destinations have been suggested, but one thing is for sure, no matter the location, this group of racers will go the distance, bring their best and have a lot of fun in the process.

Frank Butler – founder of Catalina Yachts and designed of the Coronado 15.



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Scotch Bonnet Light Race

By Chris Toole, *Toole'n Around*, Catalina 380 1997

It is probably a given that every yacht club on every lake or coastal area in North America has at least one iconic annual race that highlights the beauty and wonder of the waters they hail from. In Rochester, NY the Genesee Yacht Club on the Genesee River hosted their 51st annual Scotch Bonnet Light Race (SBLR) this past August, 2022. An open invitation race, the SBLR provides an 80 mile overnight race for sailboats of all sizes and style that takes you from the southern coast of Lake Ontario directly north to a very small granite island protecting the shores of Price Edward, Ontario in Canada.

The Heritage Lighthouse on Scotch Bonnet Island was built in 1856 to warn ships of the dangerous shoals surrounding the island and was just west of the 'graveyard of Lake Ontario' that stretches from the northern shores of Lake Ontario to the entrance of the St. Lawrence Seaway on the eastern edge of the Lake.

This was my 11th race in the SBLR and my 2nd attempt with my 'new' 1997 Catalina 380. The previous nine races were in our 1977 Catalina 30 and our crew won two first places and three third place finishes. Not bad for a non-racer!

In 2021, the 50th anniversary of the race encountered challenging winds and waves. With winds over 18 knots and waves over 5' at the start of the race, it

went downhill from there. Only nine of the twenty-eight boats were able to finish the race as the winds increased throughout the night. Right from the start, our boat, the "Toole'n Around" with a crew of just two was over matched. We planned to keep the jib rolled up till we got within a minute or so of the start, but the winds were so heavy that weather helm forced us to pull out the jib early. Certainly, a warning of things to come!

In addition, when we pulled the motor out of gear, the screw that holds the shifter onto the shaft sheared off. Not a big deal as we were easily able to shut the engine off and I had managed to get the engine into neutral before breaking the shifter. But with that failure, we lost our engine. We were able to start the race with



Scotch Bonnet Island



Chris (Captain), Matt, Steve and Brian

no issues and made our path directly north. The winds were brutal and I was forced to literally stand on the side of the stern seat behind the wheel enduring a 25-30 degree heel. As night fell, the winds did not let up and the fetch from the west brought the waves up over 6'. By 10pm, my crewmate whispered, softly I might add that if we ran into trouble, we didn't have an engine as a backup. With that comment, we decided to come about and head home.

Apparent wind made its appearance on the way back and we sailed the 15 miles back to Rochester in 25+ knot winds and 8-10' seas. The crazy part was that we had to sail directly into the Genesee River without an engine. Soon the entry lights to the port came into view and like a Navy pilot, we sailed that baby right down the middle of the river. Here it was, almost midnight on a Friday night in August. There was no wind inland, the bars were all in full party mode, bands were playing, people were laughing and having a great time and there we were. Sailing down the river, transitioning from 10' waves just five minutes ago, to a calm river cruise. It was a surreal moment that we will never forget. We sailed the final distance down the river to our dock and were actually able to sail right into our spot. Full disclosure, I have a bit of mud at the end of my dock, so mother Earth helped us a bit, none the worse for the wear.

It was a humble end to the 2021 race. I was so excited all year to experience this race in a true cruiser and I couldn't wait. To think that I was sidelined by bunch of air and water was just so frustrating. In the end, my lack of experience with my new boat did me in. So, this spring, I began working towards getting to know my Catalina 380.

I was fortunate enough to have retired this year; we were able to take her out all summer. I challenged myself in fair and rough weather. Plotting courses that required tacking, routing to overcome wind changes, and added more crew. 2022 was going to be our year and we were excited to see what we could do.

The race provides a handicap through the PHRF system and our boat was given a rating of 165 for Lake Ontario. Unfortunately, we were going to be the fastest boat in our six boat division, with the next slowest boat rated at 214. All this meant was that we would need to beat our competitors by about an hour according to our pre-race calculations.

This year's race had 24 boats divided equally between a Genoa Only division and a Spinnaker division (that required an extra 20-mile leg). We were the only Catalina and we were also the second largest boat in the race. The Genesee Yacht Club was also able to option sponsorship to install YB Tracking for the race. This added an exciting angle to the race as friends and supporters were able to watch it unfold all night. For those of us in the race, some were fortunate enough to have access to tracking as we got close to Canada.



Catalina 380 making time

Three experienced sailors and one highly motivated and competitive athlete were ready. Winds were from the west at 15 knots and we decided not to reef. The 380 can easily handle these winds and for whatever reason, the 100 miles or so of sea fetch hadn't whipped up the waves and they were actually very manageable.

As we headed north into the open Lake, the waves built to about 5' and the winds remained steady at 15 or so knots. Going down below was an exercise in futility. Even though we tried to stow all of the loose items and gear, the floor was littered with paper, knapsacks, coolers, snacks and more. It became laughable seeing just how uncoordinated and clumsy we all were when we went below. We learned after the fact that many of the crews in other boats were overwhelmed with sea sickness and I am thankful none of us came close to that. I attribute that to the wider and heavier beam of the Catalina 380 that allowed us to plow through many of the waves we were crashing into. An asset that was going to come back to haunt us.

With night closing in around us, we dimmed our cockpit instruments, turned on running lights and double checked the AIS and VHF radio. Lake Ontario has a heavy freighter

SCOTCH BONNET LIGHT RACE

(continued from previous page)

route to the north and we were headed right through it and wanted to be sure we'd be safe. What is startling is just how far you need to go at night to be truly away from land. Lake Ontario is only 40 miles across from Rochester to the Heritage Lighthouse and while the horizon is only about 13 miles away, you never lose sight of the lights on either side.



Matt Westphal at the helm

As we got closer to Canada, those lights begin to overwhelm the senses. White land lights stretched over a mile or so, look like they are together and only yards away. Red blinking lights, white blinking lights, the stars and more create a cacophony of light noise that is hard to interpret.

As we trekked towards Canada, we continued to head northwest. Were we going the right way? Should we continue on our 7 knot speed over ground course or should we tack back east and stay on the rhumb line towards the island. If only I'd studied velocity made good more! Around midnight, the winds started to track around to the north and picked up. We could no longer hold our course and weather helm was going to be our ruin. We had too much sail up and we needed to reef. Yes, we violated the first rule of open water sailing. Reef BEFORE you need to.

That is, unless you're in a race and you don't want to give up even one tenth of knot per hour. Well, after an exciting

and exhausting 15 minutes of easing the main halyard, pulling in the first reef, unjamming a winch that didn't have a working stripper ring we were on our way. We had reduced heeling to a manageable 20-25 degrees and we hadn't lost an ounce of speed.

By sunrise we were about 15 miles from the island, but we were in a position to turn directly east and shoot straight to our goal with a perfect close reach. Sailing at its best! Of course, we all assumed that we were in last place. But hey, we were still racing with 50 miles to go. I was also able to get cell phone internet service and lo and behold we were actually in a great position. In fact, at one point, we were leading the whole race! Our mistake was not tacking back east. We didn't do that because I feared a tack would cause us to lose ground back south. That's inexperience in off shore racing. What we did see was that a Sabre 28 was directly east of the island the same distance we were in the west. While their boat was slower on paper, she was rigged for racing and her skipper was one steely eyed sailor man.

We had started the race at 7:30pm and we turned the Scotch Bonnet Light Island around 8:30am. Up till then, the Catalina 380 took the winds and waves like a champ and while her crew might have suffered some bruises throughout the night, the 380 just laughed. Right up until the winds dropped from 20 knots to 2 knots. Clearly 2 knots of wind are going to be hard pressed to push a 20,000 pound boat. By 6:00pm we were still 26 miles away from Rochester. Yes, that meant for the last 10 hours we only made about 14 miles! I think the dead bugs in the Lake were going faster than us.

Fortunately, race rules allowed us to start our engine and motor home. Honestly, it was a beautiful ride. The Lake was flat calm, we were the only boat in all directions with the exception so a few freighters that passed by. We enjoyed a second wonderful sunset and finally motored into the Genesee River around 10pm. Just 27 hours had elapsed and we had the most wonderful race ever. We were part of a 24 boat start, experiencing a perfect sunset with warm winds and the kind of waves that make for great sailing pictures. The night was for the most part cloudless and provided an extraordinary view of the night sky, including the Milky Way, meteor showers and a passing of the International Space Station. While we were forced to abandon the race due to time limits, it gave us the chance to motor across the Lake at a nice comfortable speed that provided a second sunset and a perfect view of Lake Ontario.

Yes, every yacht club has their own special times and my crew and I were fortunate enough to enjoy one of Lake Ontario's few long distance races.



Chris Toole (front), (left to right) Matt Westphal, Steve Riorden, Brian Logan

By sunrise we were about 15 miles from the island, but we were in a position to turn directly east and shoot straight to our goal with a perfect close reach. Sailing at its best! Of course, we all assumed that we were in last place. But hey, we were still racing with 50 miles to go.

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Sailing in Scotland³

By Timothy Seed • Dunfermline, Scotland, Jaguar-25

This article was submitted by Timothy Seed from Dunfermline, Scotland. Tim describes his journey from looking for a boat, and improvement projects, to race-ready condition. Tim purchased a 1983 Jaguar-25, built in the U.K. under a license from Catalina Yachts, her name "Blue Ice". It is designed with twin keels to accommodate the shallow harbors and large tidal range found here. This is ideal for a mooring ball in a shallow harbor having a mud bottom. At low tide, the Jaguar-25 can settle on the hard and balance on both keels. This is Tim's third installment. Tim's previous articles were published the Mainsheet Winter 2021 and Summer 2022 editions.

The Jaguar-25 is a great boat for learning to sail, but the racing bug had bitten hard, so I sat down and thought, what to do? Using the mooring field meant I couldn't get a standard fin keeled boat. The "Performance Bilge" or twin keel boats are very rare (or very expensive) which left me with one option. How far can you take a Jaguar 25? Well, it seems you can take them a long way.

We'd already replaced the rudder and the boom soon after purchase. The sails had been upgraded to Hyde warp drive during the first season.

Next was to remove as much weight as possible. The outboard was replaced with a Yamaha extra longshaft 5hp unit. The outboard bracket was replaced with a removable alloy unit, with a second horseshoe mount inside to carry the outboard while under sail. The batteries were replaced with LIPO type (Lithium) batteries. The standing rigging was replaced with Spectra rope rigging and the mast sheave pins were made from Titanium, likewise



Ray Marine Instruments



New Jib

the chain plate bolts. In the cabin, the companionway steps were changed from heavy wood to alloy and the interior woodwork was replaced with carbon honeycomb panels where possible. These mods removed around 150Kg from the boat (275lbs) and the ability to mount the outboard and it's mount inside made the world of difference to stern weight.

Next, the fuel tank was mounted as low and as far forward in the cockpit port locker. The anchor was replaced with lovely alloy one from Fortress. This alone saved 8kg (18lbs).

I then went back to Chic and Nicky at Sail Doctor and ordered all the sails to be manufactured in laminates.

The three headsails, main and spinnaker weighed less than the two Dacrons that I'd ordered the year before. A Selden Carbon Spinnaker pole was added and all the running rigging was now Dyneema too. We then started on the top deck. All the original Steel stanchions were replaced with alloy and the bow pulpit and pushpit (stern rails) were heavily modified. Another 10kg weight loss (22lbs).

To be race competitive, I ordered a full Raymarine kit for the boat; Mast-mounted compass, Micronet so it could communicate with all the new Seatalk NG instruments and a new Bluesea switch panel was added. The boat was really starting to look the business, she was approaching 200kg lighter than we started (440lbs). As such, she was three inches higher at the waterline.

One remaining topic was the twin keels and their hydrodynamic flow. Some friends did an airflow model, which I adapted for the water. I created a keel template and spent 20 days sanding and fairing both keels.

All this work paid off when we undertook racing her over on the West Coast of Scotland during West Highland week. Two overall leg wins, based on handicap corrected time and a number of overall class wins. I can't wait for next season.



Twin Keel



West Highland Trophies



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Tech Notes from Association Technical Editors



Tech Notes are also available at www.mainsheet.net in PDF format for printing or reading on digital devices.

Winter 2022 password: W404

Note from Catalina Yachts: If anyone has questions about their keel contact our technical desk manager Warren Pandy, warren@catalinayachts.com



Catalina 470 National Association A New Whirl!



C470 Association
Technical Editor
Joe Rocchio

In the previous C470 Tech Note (Fall 2022), I related Onward's progress: first coming to terms with the need to repower due to its 4JH3-TE engine seizure, then on past consideration of the electric power alternative, finally toward the commitment to repower with a new Yanmar 4JH80 EPA "Tier 3" common rail engine. As it turned out, reaching this decision was the easy part. We were now into late April, ready to begin our 2022 cruising season with a sail to Long Island Sound and then on to Maine and our annual participation in the Corinthians summer cruise commencing 29 July in Rockland. Then, the impact of the infamous "supply-chain backup" became a nightmare controlling factor.

For weeks, I sought a new 4JH80 engine from a Yanmar dealer in the Chesapeake area. No one was able to give a definite answer as to availability or delivered cost. One dealer actually proposed; "give me a cashier's check for \$25,000 and trust us." I asked the diesel mechanic who had serviced my 4JH3-TE at 5,000 and 10,000 hours for advice. I was unaware that he was a

Yanmar dealer. As a good honest man, he located an engine newly arrived in a shipment to the wholesaler, put a hold on it, and sold it to me at a very fair price with a delivery within two weeks. He also arranged with a local yard to do the repowering.

My focus now turned to getting the extraction of the 4JH3-TE and installation of the 4JH80 done "with all deliberate speed" to salvage my sailing season. I was unable to find a C470 that had undergone a repowering with a 4JH80. My concerns were: (1) would it fit the current engine compartment and (2) what physical adaptations would be needed to mount and connect to existing boat systems. To answer these, I was able to make use of the detailed scaled drawings of the two engines provided by Yanmar. Using simple CAD software, I made a scaled drawing of the C470 engine-mounts, bed, and pan. I then overlaid the 4JH3-TE scaled drawing and the key controlling dimension – the interface to propeller shaft coupling disc. With this original installation baseline established, I swapped in the scaled drawing of the 4JH80. This confirmed it would fit without any modifications to the surrounding engine cabinet to create more space. Free volume in the compartment would be greatly reduced but it fit!

I learned a few days later that *Southerly II*, C470-81, had been repowered with a 4JH80 a year ago and I contacted the owner. He had not observed the process but was able to provide useful photos of the new installation that confirmed my analysis.

Now my focus became to prepare the 4JH3-TE for removal. I wanted to get it to the point that it was ready to be lifted out without the yard having to spend significant time on the process. This was all straightforward and easily done: I removed fuel, oil and coolant; removed the alternator; disconnected all wires and hoses; and got to the point where only the loosened mount nuts needed to be removed before it was free to be raised. Then, I realized, due to the geometry, the engine needed to move forward a few inches before being fully lifted out.

The companionway stairs, of course, needed to be removed. But it also necessitated the front of the engine cabinet being removed. This became a real puzzle. I finally determined that the port side of the engine cabinet base was glued to the side bulkhead. Working with the yard's mechanic in charge, we decided the best solution was to cut the cabinet's welded aluminum frame structure in the forward port side and starboard aft side to make the front and starboard sides removable. This will also make access easier for future maintenance.

The old engine came out quickly. I had the engine pan, which I always kept very clean (as a primary diagnostic of engine problems), cleaned and repainted. Then, the day came for the new 4JH80 to be put in place. This went smoothly. However, we soon discovered that the aft end sat ~1.25" too high and could not be properly mated with the propeller shaft. So back out it came! The yard manager took a look and recommended cutting down



Onward's 4JH80 in its new home

the aft engine mount pylons. I didn't like this approach, not only due to the added time delay and cost – but it just did not make sense to me because the detailed scaled drawing analysis showed the fit should have been the same within a few mm.

We took the new engine and placed it next to the original to allow me to make some exact measurements of the aft mounting brackets. This revealed that Catalina had custom-fabricated aft mounting brackets to drop that end by ~1.25"! The brackets were removed from the old engine, cleaned and repainted, and installed on the 4JH80. When lifted into the engine compartment, the original mounting bolt threaded holes on the aft mount pylons could be used and the engine aligned perfectly with the propeller shaft. Nice!

The remaining installation went smoothly and quickly. One key factor is that the electronic control unit (ECU) requires a direct connection to the starting battery to assure stable voltage. My new engine exhaust elbow (see Spring 2022 Tech Note) mated perfectly. One additional modification I made was to move the location of the seawater vacuum loop. I never liked its original location on the port bulkhead of the engine compartment because the inverter/charger, battery combiner, and associated circuit breakers are also mounted in that volume. I was always afraid of a leak causing an electrical problem.

In a previous Tech Note, I described when the vacuum break valve failed and the very subtle leak made a mess

of engine components below before it was diagnosed. Thus, I had the vacuum loop moved to the empty ~6" deep volume between the aft stateroom forward bulkhead and the back of the galley cabinet bulkhead. A Groco vented loop was installed that directs any leak through a hose into the bilge. I had built a removable filing cabinet that mounts in the forward port corner of the aft stateroom and this nicely hid a small access panel for the loop.

The ECU takes up most of the free volume on the starboard side of the engine. This necessitated moving the engine coolant overflow bottle to the shelf next to the raw water strainer. Access to the oil filter is more constrained and I plan to install a remote filter system in the future.

The 4JH80 requires an additional large fuel pre-filter with priming pump, which presented a bit of a challenge to find a good mounting spot in the crowded cabinet. There is also little free volume on top of the engine because of the protective cover for the electronically controlled injectors and cables. The front of the engine also has less free space due to the cover for the serpentine belt (a nice improvement). Another boon: the water pump is front-mounted to make impeller changes easy!

The initial engine test run was flawless. So, we provisioned for our trip to Maine on the weekend and on Monday our mechanic/dealer did the engine check and certification. We departed Tuesday for the C&D Canal and decided that if the engine behaved well for the first 10-hour run-in sequence, we would continue to Maine. It did and we did, arriving in Maine six days later!

The engine performed flawlessly. It is noticeably quieter and it maintains 7.0 to 7.2 kts running at ~600 lower rpm (~2200 vs ~2800). However, it does not like running out of fuel in a tank: the ECU senses a drop in vacuum pressure and puts out a non-fatal fault alarm (loud and annoying).



Yanmar (upper) vs Catalina custom (lower) rear engine brackets

The 4JH3-TE was amazing in it that it cleared air from the fuel line so well, I often ran a tank down until air got sucked in. The engine would drop rpm as the governor tried to cope. This usually gave me time to switch tanks and the engine would nicely recover. I think I needed to use the primer pump only three times in ~80K nm. Not so now. If a tank is down to 10-15% and the boat is in a rolling sea, it is likely that some air will get sucked in and the fault alarm will come on. In spite of a quick tank change, the engine will quit. It is then necessary to use the primer pump on the pre-filter for 2-3 minutes to clear air from the system and be able to restart. So, in rolling conditions, I will need to monitor tank levels more carefully and switch early – a real precaution when using some inlets in a following sea!

The engine control panel provides an LCD display of temperature, oil pressure, voltage and alarms; there are also analog rpm, oil pressure, and temperature gages. All of the engine data can be accessed via a NEMA interface. I plan to add this so that all engine functions will show on my Raymarine Axiom display. There are also NEMA converters available for the Wema fuel gauges that will allow them to be displayed on the Axiom.

The ECU has many error codes; many are minor; several reduce engine performance as a precaution; and a few shut it down. It will take some study to fully understand these and be prepared to deal with them in less than benign conditions. Ain't electronics grand! More to come... **–Joe Rocchio**

Catalina 4 Series Association

Clam Cleat Replacement - NO DRILLING using adaptor plate



C4 Series Association
Technical Editor
C400 Hulls
Tom Sokoloski

Thanks to Allen Wrench for submitting this article. **—Tom Sokoloski**

Like everybody out there, I hate the clam cleats that come on various Catalina models. I have no idea why they were used in the first place, but they're one of the first running rigging mods most people would like to do. Previously, people would have to tap and drill their cabin tops, which might be easy for some, but I'm always terrified of drilling pilot holes and having them be slightly off center, or marring the threads while tapping, leading to a disastrous and expensive result.

Luckily, when calling Garhauer for advice on what other people have done in this situation, they told me about a new adaptor plate they recently came up with. And believe it or not, the install takes about 15 minutes to replace each clam cleat with a new Garhauer clutch. The only tools and materials needed are a large screwdriver, Tef-Gel,

and a very small amount of 3M 4000.

Be aware, I'm not a 'Pro' boatyard guy, I'm just an average DIY'er that did this in what I consider to be a logical manner. To support this, and much to my embarrassment, in all photos, the adaptor baseplate is installed **BACKWARDS!** That's why the clutch is sitting forward compared to the other clutches. But due to the publishing deadline, I wasn't able to re-install and take updated photos.

As you can see in the photo above, the design concept is very simple. The plate is installed using the original bolt pattern of the OEM clam cleats. Then the clutch is installed using the adaptor plate's Garhauer bolt pattern.

Do yourself a **HUGE** favor and use Tef-Gel!!! I can't stress this enough!!! Use it even when mocking-up any aspect of the installation. You won't get your screws galled and they'll be removable in the future. Tef-Gel also comes in jars. I would prefer that container and found out about it after buying mine in the syringe dispenser.

When installing the adaptor plate, I finger tightened the screws in place and held the plate a bit above the deck while I ran a small bead of 3M 4000 around the screw as close as I was able to get it to the underside of the base plate. My thinking here was adding a



Adaptor plate installed, re-using the original clam cleat screws



Garhauer clutch with adaptor plate installed

little bit of water-proofing as well as securing the plate. I'm sure the plate would be fine with no adhesive, and I'm wondering if a small amount of butyl tape would be better for water-proofing aspects. Do yourself another **HUGER** favor and stay away from the 3M 5200.

Installing the Garhauer clutch to the adaptor plate is incredibly simple as well. Like the adaptor plate install, applying the Tef-Gel took longer than it did to tighten down the base screws.

I like the Garhauer clutches over the OEM Spinlocks. It seems the OEM Spinlock XT clutches are obsolete, while the Garhauer clutches are still in production today. The Garhauer clutches will operate with 5/16" – 9/16" lines. No matter what size lines you're running, the Garhauer clutches have



New Garhauer clutch and the Clam Cleat adaptor plate



Tef-Gel is a **MUST!**



Another view. Note: clutch is sitting that far forward because I installed the baseplate backwards!

you covered. Also, Garhauer clutches can be ordered in various handle colors! So, if you're on your boat with a newbie, you can say things like, "Don't EVER touch the Red handled clutch! (*Jib Halyard*)", or "Open the Blue Handled clutch (*Main Halyard*)!". Other colors commonly available are green as well as the classic black. I'm not sure if the Clam Cleat Adaptor Base Plate is on the Garhauer website, but the part number is 11-11S-CCC. – **Allen Wrench**, 1999 C400 Mk1 #154, *Danty Proper*, San Diego, CA

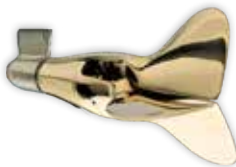
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Note from Gerry Douglas:

The clam cleats installed on the cabin top were intended to be used only for the Mainsheet these were installed because they can be released quickly when needed to spill the mainsail, the friction of a sheet stopper can make the Mainsheet slow to pay out in an emergency if needed. Note the red plastic device on the clam cleat is a lockout to prevent accidental engagement of the Mainsheet in the cleat. Don't run the sheet under the plastic lock out which will cause it to break off, this may be the cause of some dissatisfaction with the clam cleats.



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Catalina 380/387/390 International Association

New Teak Cockpit Table



C380/390
Association
Technical Editor
Jim Turner



C387
Association
Technical Editor
Tom Brantigan



C385
Association
Technical Editor
Chuck Couture

Thanks to Allen Wrench for submitting this article. **—Tom Brantigan**

Installed my Christmas Present last spring, the new optional Catalina 385 teak Cockpit table.

The teak table top fits the original stainless steel frame on my Catalina 387. (The 2” tubular frame on the 385 and 387 have the legs 21 1/2” center to center)

Installation was easy, the only tools necessary were a screwdriver, a 7/16” wrench and a drill with a 1/4” bit.

Before removing the original table, I measured the height from the cockpit sole to the table top in order to position the new table properly. Once the old table was removed the new one slid into place easily. All I had to do was drill eight 1/4” holes for the screws which needed to be the next size longer than the original ones due to the insulation for the ice I also added rubber washers to seal the screw holes.

The new table has an insulated storage compartment that can also be used as an ice chest.



New Teak Cockpit Table folded down

The new table is truly a Gorgeous work of art. My hat is off to the people in the wood shop at Catalina down in Largo, FL. I have gotten a lot of compliments from my dock neighbors. **—Edward J. Reibold, Sea Witch C387 #126, Lake Lanier, Georgia, chromeed@aol.com**



New Teak Cockpit Table



Storage / Ice Chest



Stainless H Frame

The new table is truly a Gorgeous work of art. My hat is off to the people in the wood shop at Catalina down in Largo, FL. I have gotten a lot of compliments from my dock neighbors.

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Catalina 36/375 International Association

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C36 Association
 Technical Editor
 Pre Mk II hulls
 Leslie Troyer

I'm talking about the cold box on your boat. I think the vast majority of us have refrigeration that is driven by Danfoss BD35 or BD50 compressors with SECOP controllers. This article is how to get the most from your refrigeration system. The first part focuses on allowing the system to be run off shore power while, the second explores some of the option on the SECOP controller. Since this article does deal with potentially deadly voltage, only attempt this if you really know what your doing – or hire a competent marine electrician to do it for you.

There are different ways to get your fridge to go AC/DC depending on the SECOP controller you currently have. If your controller has a D/I terminal (normally 4th from the bottom – see photo) then you can go the easy (but more expensive) route as I'll describe in method 2. Method 1 will work on all SECOP controllers.

Method 1 – Power Supply and Relay

The basic idea here is to add a 12VDC (or 24VDC) power supply to feed the system power when you have shore power (or generator). To prevent this supply from fighting with your batteries and charging system (to avoid bad things) a relay is necessary to prevent the voltage generated in the power supply from feeding into the rest of your boat. I've included a simple schematic on how too wire this up. It's

important that the relay contactor is driven from the power supply so the circuit doesn't consume power while on batteries. I chose to drive it from the 12VDC side of the supply in case the supply fails it would fail over to the battery. I also chose to add in a start capacitor as the compressor draws quite a bit of amperage upon startup. It's also important to choose a quality power supply as many of the inexpensive Chinese supplies are of questionable quality, I went with Meanwell brand. The photo shows the installation in Mahalo before tying things down. I ran the AC line all the way back to the compressor, but you can locate the supply and relay behind the Nav Table drawers if you want. I've had this system running for about 6 months now with no Issues.

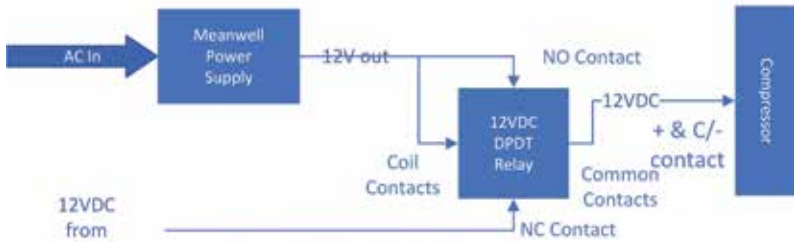
Method 2 – SECOP replacement

It seems drastic but you can replace your SECOP controller with a SECOPY 101N0510. Then run an AC line from the AC panel to controller. The only "Trick" is the 3 pin connector to the compressor unplugs sideways (90o to

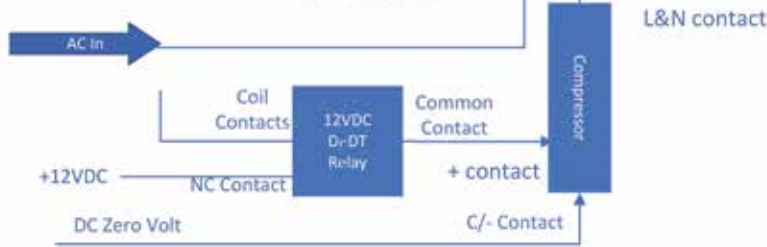
the direction of the wires) – what you have a 4 pin connector you say? Then you didn't read the warning above – **this mod only works with the newer models that have the D/I connection** (not technically true, there are some 3 pin versions out there without the D/I connection but now you're in the weed). So replace the connection 1-1 on the new controller and add your AC line and your done right? Sadly I don't think so (but some commercially available systems do come that way, and if you can remember to turn off the DC before using AC you'll be fine). My good friend John installed a AC/DC fridge in his boat (not a Catalina) – and destroyed the AC portion of his fridge in no time flat. The SECOP controller was the one referenced above. The only reason we could find for this sudden death was his batteries were dead fridge was on both AC & DC. The way that controller works is on AC power, it provides 12VDC to the + terminal to drive the fan. This is a real design flaw because now the small supply in this controller is powering the rest of his boat (remember the + terminal



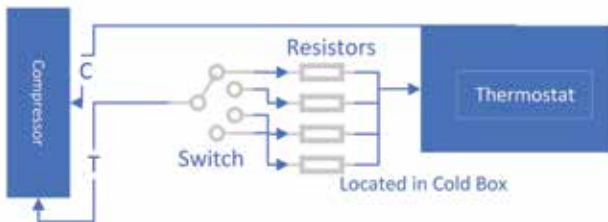
Method 1



Method 2



SPEED Control



fridge to gain access – It's the device with male and female quick connect fittings on it. Change the resistor and you'll change the speed/power consumption of your fridge. The following table shows the speed and resistor values necessary.

Motor Speed (RPM)	Resistor (Ohm ¼ W)
2000	0
2500	277
3000	692
3500	15233

Now I haven't done it yet but have plans to add a 4-position switch to my thermostat housing to allow me to switch between the various speeds, without changing the resistor (see electrical schematics).

Cold Beer or Dead Battery? Yes the fridge can pull your battery down, how much depends on the SECOP model - My old analog SECOP would drain the batteries to almost dead flat. The newer ones depending on model can be set to shut off at specific voltages (models starting with 101N0 and ending with 212, 340, 650 & 510 maybe more have this feature). By default this voltage is 9.6VDC but can be change by putting a resistor between terminals C & P. The resistor table is too large to repeat here but available on line from SECOP (search SECOP controller <Your controller model>). If I had to choose I'd go for a 6.2K ohm which cuts out at 10.2 and cuts in at 11.5VCD. I don't have to worry because I previously added a BLUE SEA low voltage disconnect switch.

Other stuff – Again only available on the models with a D/I terminal. Being able to troubleshoot the system is very helpful – which is why most vendors front end the SECOP with a board of their own making. These boards almost always include a led that can flash out error codes. If yours is lacking this led one can be added between the + and D/I terminals. If your really adventurous you can connect a LIN gateway to the D/I and C terminals and your Windows computer (via USB).

This will allow you to run Total4Cool, which will allow you to set Speeds and Voltage Cutoffs without using resistors, it also has lots of other parameters you can set. As always let me know what you think –**Leslie Troyer**, leslie@e-troyer.com

connects back to the DC panel which is on, so it reverse powers up the panel). A better design would have been to have the F [an] terminal switch power rather than ground, and use the + terminal as an input only. I added a simple relay (see schematic) to his system to prevent the DC line being connected while on AC power.

SECOP tricks

Some would say hacks – but I really dislike the misuse of that term. I'll describe two easy methods that will let you modify how the controller works and one that I haven't tried yet.

Speed or Power? When I'm loading the fridge for a trip, connected to shore power or just running under power, I want the fridge to get things cold fast and to heck with the power it may consume. When on the hook for several day and things are already mostly chilled I want to save as much power as possible. **NOTE: I know this works for system with mechanical thermostats it is unclear from the manual if it will also work with electronic (digital) stats.** With the SECOP controller you can run the compressor at four different speeds (mine was set to 3000 rpm from the factory) – the faster speed cools things quicker but uses a lot more power, the slow speed does just the opposite – favors power savings over quickness. Note: this is not changing the setpoint or desired temperature just the speed the compressor runs at. This is done by changing a resistor between the C&T terminals of the SECOP. On Alder/Barbour systems this resistor is "hidden" in the Thermostat housing. Remove the two screws holding the Thermostat to the

Catalina 34/355 International Association

Hot and Cold Systems Temperature Display



C34 Association
Technical Editor
John M Nixon

C34 Associate Technical Editor
Ron Hill

Thanks to Allen Wrench for submitting this article. **—Tom Brantigan**

Our Fridge/Freezer has an adjustable Thermostat but no temperature indicator and there's no temperature indication for the Hot Water Tank. The fridge/freezer temp is important: we don't want our frozen food (think Klondike Bars) to defrost. We also don't want to waste fresh water by running hot water (if there is any) to find out if it's hot enough for a shower.

The plan for a solution: Install a Dual Temperature Display



Display unit and the two probes

This one is from Amazon for \$15. You can find it by searching Amazon for "Icstation Digital Thermometer".

“WIDE TEMP RANGE - Temperature Range -58° ~ +257° (Fahrenheit); Temperature measurement accuracy: ±1°(±0.1° when temperature within -9.9~99.9F). It can be not only used in water but also used to measure the air temperature. But the water temperature will be more accurate than that of air.”

It's a small display, Size: 48*29*22mm. The probe wires are just 3' long, but some of the reviewers modified them to extend further.

Plan is to mount one probe on the side of the freezer box in the fridge/freezer and the other inside the thermal jacket of the around the hot water tank. As often is the case, determining where to locate the display is the challenge. The preference is somewhere that is visible without having to move anything or crawl/stoop down to some awkward position, but also away from any moisture, so not by the counter top.

A possible approach would be to drill a small hole in the side of the Fridge walls and lead the wire for the probe outside of the insulation. The hot water probe will simply slide between the internal hot water tank and the fiber insulation between the tank (round) and the outer casing (rectangular). There is a small area by each of the pipe attachments that could possibly be used use to access the hot water tank body. That can be explored during the installation design.



The unit has 3 connections on the back: one for each probe, and the 3rd is for the power supply. It draws about 8-9 milli-amps at 4v approximately 0.32Watts. With a voltage range of 4v to 28v, the voltage drop over the power cables should not be an issue. I'll run power cables from the power connection to the Compressor with an inline fuse. I'll use 16awg cable as that is the minimum size recommended by the ABYC. This does mean that the hot water temperature will only be displayed if the fridge/freezer is powered on, but if we're on the boat and thinking about taking a shower, then the fridge/freezer will definitely be turned on.



Arrow pointing to display unit located in the forward end of the galley utensil holder

Back to the issue of where to mount the Display. There's a wooden panel that covers the midships water tank vent pipe on the forward side of the galley storage shelf. It would be easy to remove that panel, mount the display, connect the probes and power supply, replace the panel, and we should be in business.



The hot water probe inserted between the tank and the insulation

After looking over the water heater more carefully, it seems like the probe for the hot water heater can pass through one of the 4 cutouts in the outer case of the hot water heater. I should be able to slip a probe in touching the surface of the tank and use a couple of cable ties to secure the wire to the hose. I'll add a piece of tubing to insulate the wire and then feed it into the loom that goes up behind the sink area.



The panel removed and with the display installed - pre refinishing

It turned out removing that wooden panel was easy as it was already part of the boat design.

Making the rectangular cutout for the display unit in the wooden panel was pretty easy. I simply marked and drilled each corner, then used a fret saw to cut out between them.

The wooden panel complete assembly fits like a glove, the side board actually reaches to the back of the panel, so it snaps in very securely.

Now to make the extension leads for the power supply leads. I made the decision to get power from the refrigeration unit just forward of the midships water tank on the starboard side. That's about 10'.

Next job is to extend the power and sensor cables on one of the probes as they are too short to reach the hot water heater.

I'll do that at the boat. The wires will be butt spliced and waterproofed with adhesive-lined heat shrink tubing. I have not seen the power connection at the fridge compressor unit, so I need to take photos of that. The fridge compressor unit is located just forward of the midships water tank. Getting to it will require some boat yoga effort!

Display Test

Here's the display setup on my workbench. I have an old 12v power



Showing the display in a test environment



Display in the sanded panel prior to varnish and reinstall



Minwax varnish

adapter (6amps) that I use to test gear at home. The hot probe is in a cup of hot water, and the cold probe in is air. The cold temp is actually my garage temperature. I'm wearing a sweatshirt as this is South Florida on January 29th 2022 !!

The temperature change reading is quite slow. It takes a while to register the increase although it does display the change about every 1 seconds.

After sanding the panel and a couple of coats of varnish, it looks a whole lot better. This is the 'varnish' that I have used on the companionway steps which look great, and it looks great on this display panel too.

CATALINA 34/355 INTERNATIONAL ASSOCIATION

(continued from previous page)

Day 1 of the installation

Saturday January 5th 2022

The panel fit just fine, that was easy :)

First wire to run was for the hot water probe. I cut the 2 black leads of the probe cable and extended them using 16awg red and black twin-lead tinned copper wire cable. One of the black wires in the probe cable was printed with white text. I connected the Red side of twin-lead cable to that black wire, and the Black side of the twin-lead cable to the unmarked black probe cable. The connections were made with butt joints, then I fed the other end of the twin wires along an existing loom under the sink over to the starboard side below the fridge/freezer and up where the water fill and tank vent hoses run and out to where the display is fitted. That took about an hour and a half and a lot of boat yoga.

To connect the cold probe, I'm going to drill from the fridge forward wall, through the inch or two of insulation and then through the stringer which is outboard of the galley forward bulkhead. The probe wire is only 30 inches long, so I'll probably have to extend it the same method as the hot probe.

The power to the refrigeration unit is connected via screw down wire clamps. This configuration is not really suited to adding two additional wires, so I'm rethinking the power supply. There's a lighting power cable just above the display housing, so I'll use that for the power supply just using a pair of electric cable connectors. Looks like it will take a couple more hours to complete.

Moving ahead, I snipped one of the probe cables and used butt joints to connect it to a length of twin-lead 18AWG wire. I fed the cable from the hot water tank end along the existing loom to the starboard side just aft of the midships water tank. Then I fed

it up using a fish tape to through the existing wire holes just forward of the galley fridge/freezer and then aft to the Display unit. That took about an hour but looks neat and is supported every 6-8"

Next I drilled a hole in the forward bulkhead of the fridge freezer near the top and as far outboard as I could get my cordless drill. It was only about 3" from the inside of the fridge/freezer to the forward bulkhead (Hull Rib). I fed the wire from the inside the fridge and was surprised that it went straight through first time! Sweet. Then I followed the existing loom which included the probe wire from the hot tank, up to the display unit.

The last part is to hook up the power. The lighting circuit in that area has a lot of connections that sadly are some that I have added. I'm going to rework all of those and put them to a small terminal block mounted on the upper side of the cabinets. Those wires provide power to the LED light over the aft salon table seat, the two LED lights over the Galley and the Fan over the galley. My plan is to move all of the Fans to a separate circuit (we have 4 Fans and a 5th to install in the aft berth). Meanwhile, I'll just connect the temperature display unit to the cabin light circuit.

Ok. Here's a pic of the probe mount inside of the Fridge.



The probe mount inside of the fridge

That pic shows the metal temperature probe secured to the outside of the freezer box using a cable tie hold down clip that is mounted on one of the spacers between the wall and the freezer box. It's really difficult to see from looking down into the fridge/freezer but it's very secure. I added a strain relieving cable tie to secure the wire to that spacer too. That method alleviated the need to drill a mounting hole in the surface of the fridge/freezer box itself.

All done!

The final wiring was pretty straightforward. The power is connected to the Lighting circuit for now.

Right now the Cabin temp is 81° F so the hot water tank is actually cooler! The Fridge/Freezer (blue) temperature is set for max cooling on the mechanical thermostat, and the display varies from 31.3 (as shown) to 8°F when the Compressor is running. We'll see how the hot water temp shows when we next run the engine. See you on the water (we are right now, rafted up with 4 other boats in Lake Boca). **-Paul Atcock, Eximus, #463.** www.sailingeximus.com



Installed panel and display unit

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Catalina 25/250 & Capri 25 International Association

Title: The Mighty Amber Waves Gets a 135%

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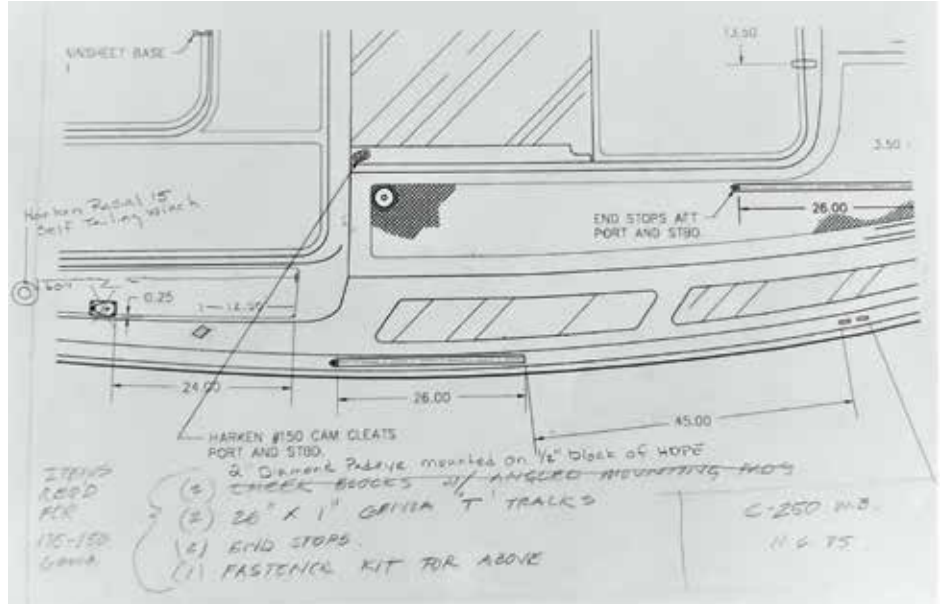
C250 Association
Technical Editor
David Gonsalves

Capri 25 Association Technical Editor
Position Open

Thanks to Amber Lippold for submitting this article. —**David Gonsalves**

I owned my 1995 Catalina 250 water ballast, *Amber Waves*, for about 10 years before investing in new sails. I primary day sail and race on the Little Bay de Noc of Lake Michigan, out of Escanaba, MI. The wind typically calms in the evening making extremely light conditions for many Wednesday night, around the can, races. We have a mixed fleet racing. My closest competitor is a Catalina 22 who can hoist a huge genoa in low winds. He often left me, and my 110 jib, bobbing far behind. I needed a larger sail!

In 2016, took advantage of Catalina Direct's annual fall sale on sails to make the purchase. Patient and detailed advice from the technical support at Catalina Direct convinced me that modifications to my boat for the 135 head sail were feasible. Below is a diagram of the original modifications that I made to accommodate the 135 head sail. This diagram started with one provided by Catalina Direct but has been changed to show my implementation.



Catalina-250WB Design Drawing

Add a 26 inch Section of 1-inch Genoa T-Track to the Rail

After analyzing at how the shrouds are attached and consulting with Catalina Direct, our local boatyard (Vinnacle Boatworks) and several friends we came up with the solution of using 3/4 inch half round stainless steel rod as a backing plate for the track. It fits nicely under the curved lip of the rail. A local machine shop (Northern Machining) cut the rod to the correct length and drilled holes matching the



New T-Track and turning block

track. I am uncomfortable drilling holes in my boat! The Vinnacle Boatworks owner drilled the holes and mounted the T-track, through-bolted to the backing plate and also used permanent marine adhesive.

Add Block to Turn the Sheet to the Existing Winch

Catalina Direct recommended a cheek block on an angled mounting pad to turn the sheet back to the winch and cam cleat. It was difficult to access the location they recommended from the inside of the boat. Also, you have to be careful of the electrical cables running on the starboard side from the electrical panel to the stern. Following a friend's advice, I moved the block forward so it was reachable from the existing interior access ports. We mounted a pad eye, elevated 3/4 inch on a piece of HDPE, and attached a Harken ratchet block to the pad eye. The HDPE was scrap from the boatyard. The machine shop shaped the HDPE to the pad eye profile, drilled holes in the HDPE and made a stainless



Padeye for turning block

steel backing plate. The ratchet block was free to move thus avoiding the need to calculate the correct angle for a cheek block. The ratchet on the block also helps sheeting in the larger sail.

There are a few additional steps I added to make this project easier.

A longer roller furler line was needed to accommodate the larger 135% sail.

Adding wooden shroud rollers, made from Ash, helped the head sail sheet move freely over the shrouds.

The sheeting angle for the head sail is rather wide making point upwind an issue during races. I rigged up a barber hauler that uses the old 110 tracks to pull in the clew of the sail.

Amber Waves's 135% head sail is on its sixth season. It has made light air sailing much more fun and allowed me to be a competitor in light air races. The 135% sail has the 110% and 100% lines marked making reefing easy to measure.

This season I made life changing modification to the design! I added Harken Radial 15 self-tailing winches near the helm to make single handing easier and racing more efficient. This has made sheeting in the headsail many



Shroud roller and barber hauler

times easier. I highly recommend this winch upgrade to anyone considering this project! The more powerful winches make sailing with the headsail only in higher winds possible. The padeye and ratchet blocks were replaced by a fairleads on the HPDE block. The winches were placed close enough to



New winch and rigging

the helm to use single handing but also convenient for the racing crew to use.

I love my Catalina 250 WB (hull-131) *Amber Waves!* She can take on the big boats in a race, is loads of fun to sail on our bay. She is simple and easy to maintain. **—Amber Lippold**

This season I made life changing modification to the design! I added Harken Radial 15 self-tailing winches near the helm to make single handing easier and racing more efficient. This has made sheeting in the headsail many times easier. I highly recommend this winch upgrade to anyone considering this project!

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Let us know where you sail!

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

The Summer Voyage

**By Bill Ahillen, Catalina 380/385/387/390
Commodore, Kathy II C387 Hull #72**

How can you set out without a specific plan for a long cruise on Lake Michigan? There were several possible destinations but our plan was to go where the winds take us. Beaver Island, Washington Island and Green Bay were on the list. The trip would be a 6 to 10 day voyage with three guys in their mid and upper 70s with our spouses supporting us from home. We made no slip reservations and would anchor overnight if needed. Our departure was set for Sunday, July 24 at 9 am, the day after the fleet departed on the 2022 Mackinac Race from Chicago Illinois.

Preparation

We prepared for the adventure outfitting our C387 with a new 135 headsail and a new i70s instrument at the helm. We brought along a two man kayak and safety equipment. The agreement for food was to bring what you wanted to share and eat. In retrospect having our spouses assist with the meal planning would have been a smarter choice. We had lots to eat but missing other food items so I would not call it a balanced diet. The weather and winds were our major preparation. We had been watching the forecast for 10 days. We used SailFlow, PredictWind, wunderground.com and NWS Prog Charts to track the weather systems. Lake Michigan weather can be brutal which the Mackinac Race Fleet found Saturday night with 40 knots of wind and 69 knot wind gusts; thus weather is a key factor on the open water. The 155 Genoa and Spinnaker stayed below for the whole trip.

Departure

The arrival at the boat at 8 am was on time and we found we had a lot of things to bring on the boat, too much in retrospect. Mounting the kayak on the bow proved to take much longer than expected but was eventually secured. Casting off at 1:30 pm CDT was much later than hoped though we were not on a schedule. We sailed a roughly northern straight line course up the middle of Lake Michigan. After 3-5 hours of a south wind and 3 foot following seas the winds shifter to the NNW at 10 to 20 knots and 3 to 8 foot seas. The long distance we had to cover suggested motor sailing of which we took advantage. We were able to make 6 to 7 knots. On the second day at lunch, we decided to stop off at Pentwater Michigan.



Departed Chicago kayak secured

During the first night we saw the engine water temperature steadily creep higher and we reduced RPM to maintain engine temperature. Arriving at Pentwater Michigan, it was 3 pm EDT 24 ½ hours from departure. The three of us had taken shifts on watch but we were still tired. Sixteen gallons of diesel was replenished from the 140 nm leg. Luckily Snug Harbor Marina staff found a slip with power for Kathy II. We have been to Pentwater before and were looking forward to a favorite restaurant but it was closed on Mondays. Things were not going our way.

The challenge we faced after securing in the slip was to trouble shoot the heating problem. The seawater impeller was intact and good. The sea strainer was not clogged with a visual inspection. We were perplexed. We then removed the sea strainer and found the line from the seacock was jam packed with a seaweed plug that could not make the turn into the strainer choking off the water flow. The right angle fitting was restricted so much that I was surprised we were able to get any cooling water flow.

Checking the engine oil we determined that it was off the stick. We had not considered oil use in a 24 hour run. Adding ½ quart of oil to the top oil cap did not bring it up,

CATALINA 380/385/387/390 INTERNATIONAL ASSOCIATION

(continued from previous page)

probably because we didn't give it enough time to drain down through the engine. We decided to change the filter and add oil as a preventive measure. Adding another ½ quart brought the oil up to the proper level. That was a big relief. Adding oil to the lower oil cap on the Yanmar 3JH4E was a much better option immediately showing the oil level.

When coming into the Pentwater Harbor there was a dredge anchored in the basin. When starting the air conditioners, they started then shut down. We found both filters were blocked with fine sand from the dredging operations over the previous few days. All systems were back on line and we were off to dinner.

At dinner we discussed the cruise so far and decided we were not up to another 20 hour overnight sail into a north wind to Beaver Island so we rerouted to a 15 mile sail to Ludington Michigan. Also the wind forecast for 6 to 8 days in the future was for south headwinds for the 260 nm return to Chicago, not fun.

The sail to Ludington was an enjoyable sail with tacking and trimming while trying different settings and sail shapes. The new 135 headsail was doing a good job as well as having a great shape. One of the first tests we performed was to verify that the engine heating was resolved and that we could rely on it in bad weather. The engine was running normally and cool.

The coast of Michigan is a continuous line of sand dunes created by the glaciers. They are as high as 900 feet and are forested up to the edges where they drop down to the beaches. The shoreline is a shallow sandy bottom that slowly sloped out ½ mile or more into Lake Michigan. The coast of Michigan is an almost continuous line of homes on the top of the sand in the heavily wooded areas. My assumption is that they are vacation homes from the looks of their architecture.

Arriving in Ludington we were able to get a slip and were off to visit the town. Many shops and restaurants were visited in the center of town. People were casually milling around and enjoying a low stress life style. The most popular



Our typical view of Michigan western coast



South Haven dinner Bill, Larry, and George

establishment was the ice cream shop with long lines and great ice cream.

Another routing review over dinner, we decided not to cross back over to Wisconsin instead work our way back down the Michigan coast. At a rooftop restaurant we were not in a rush and were enjoying the cuisine. The next day the winds were favorable for great sailing, warm sunny weather and good destinations.

Making a phone call to our favorite restaurant in Pentwater, we found they had good entertainment Wednesday nights. We decided return to Pentwater for the night. There were no slips available but Snug Harbor Marina let us use the haul-out slot for the crane.

Our days started out with breakfast on the Kathy II, we had scrambled eggs with a mixture of different vegetables. We had a good supply of Wisconsin cheese, canned fish, bacon, lox and even brats one morning. Lunches were always on the boat under sail with hot soup, peanut butter, mixed nuts and ham sandwiches. With a good inverter, we were able to run the microwave while sailing but found that the rotating plate would not work right heeled over. We had to level the boat for microwave cooking. We needed a gimbaled microwave. The gimbaled stove and oven were top performers providing baked sweet potatoes one day and cooking soup in the pan was always flat as a bath tub even in 3-4 foot seas.

Our stop in Grand Haven gave us a real treat. There was a water fountain light show with an amazing sound system that covered the entire harbor. We ate dinner on the boat for the first time and again were lucky to get a slip. The weather in the evenings was very pleasant and easy to get

a good night's sleep. Our next stop was going to be Saugatuck but another cruiser said there was a major fest going on and it would be impossible to find a slip or anchorage. We rerouted to South Haven.

Every day was six to ten hours of sailing with good sailing winds. We would sail out to 120 feet of water and sail back close to shore dictated by the wind shifts and shoreline. I was actually surprised how closely we could predict our route timing even while tacking and gybing as the wind varied.

When we got to South Haven it was about 5:30 pm and there were no slips available. One of the fuel docks was closing and they let us tie up at the fuel dock but we had to depart by 8:00 am. That worked out just fine. They were very friendly and helpful at Gull Lake Marina.

After getting the boat secured we hiked over the draw bridge to the tourist area on the south side of the river. We had a few beers at a local brewery, listened to some jazz street performers for quite a while then made it over to a well-known restaurant for a good dinner.

The weather and winds for our return trip to Chicago were as we had expected with no storms for the 12 hour crossing. With light and variable winds we motor sailed during the return. At mid crossing the water was like glass and void of any other boats or land in any direction. This is a stark difference from the rough ride we had up the lake the day we departed Chicago with 4 to 8 foot seas during part of the route.

Bottom Line

We packed a lot of sailing into our 7 day trip. We dealt with unexpected problems that took a careful analysis to solve. We found 24 hours of sailing in heavy weather can exhaust your mental process especially dealing with unexplained behavior. There was never a time that I felt the C387 was not up to the challenge. Actually the long sail was the peak of seamanship using preparation, equipment, crew and the conditions to succeed in a voyage.

The experience was everything we had hoped for and have added to our knowledge and skill. We spent a week sailing looking for the best sailing weather without regard to a specific destination. We do wish we had made it to Beaver Island as I had been there many years ago by private airplane. We found that harbors were just a place to stop while the wind in the sails and cutting through the waves were the primary reward. When you look at the depth gauge and it is 700 feet and there is no land in sight in any direction, it is moving. Out there the stars are a light show you seldom see on land. In the seven days we covered 350 nm with 70 hours of sailing. We were lucky to have great sailing weather and never more than 30 nm from a safe haven harbor in Michigan except for our first night at sea. Every day we were ready to go again wherever the winds would take us.

The feeling of the freedom of a long passage rekindles your spirit and search for adventure. Putting the pen to paper with the photos locks it in your memory. I strongly recommend documentation to other captains even if only your family, friends, and crew can share in your perspective of the experience. I hope you will enjoy our voyage as I enjoy the articles of other captains in the *Mainsheet* Publication.



Kathy II in Chicago Slip

Catalina 34/355 International Association

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34/355IA Membership rose slightly to 458 from last quarter's 452, and includes 30 C355s.

Moving Day

It has been almost six years to the day when we arrived in Maple Bay Marina on September 18, 2016. Since that day our little narrow finger pier on our single-sided slip has been deteriorating steadily to

the point that it had become a safety hazard to anyone who walked on it. Repeated requests for repairs had been ignored. When the marina manager called me to remind me of our yearly slip renewal, she asked if there was anything she could do. "Yes, please fix our finger pier it's a safety hazard and someone is going to get hurt." She said she'd go look at it. When I returned from a cruise, my friend Len who also berths on our dock, told me she had visited and had thought perhaps I would consider moving to another slip that is alongside the main dock and much more stable. So, I took her up on her offer and on September 3rd I moved Aquavite to her new slip. It's the first time we'll be boarding from the

starboard side ever since we bought her in 1998, and only the third "home" we'd had in those almost 25 years. I moved the traveler over to the port side and switched the solar panel to starboard. Now I just have to get the docklines adjusted a little more and work out needing two shorepower cords to reach the dock power point. Good news is that the 15A shorepower uses a 30A receptacle; small wonders. The dock is stable and the slip is wider.

Tech Notes Updates

Over the past few years I've submitted and had published a number of Tech Notes. Two of them need quick updates. February Spring 2014 Vol. 32 #1 - Galley Sink Drain - I'd

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replaced the water heater and the sink drain and added Ambassador drains. This summer the sink backed up so I used my mini-plunger but this time to no avail and discovered a large leak after I did some plunging. I removed the microwave and its box that our PO had installed below the galley sink. A few days later Morgan helped me remove the old 1" sink drain hose which was completely caked up inside. We bought new hose, reconnected it after checking flow through the thru hull, and I tightened the Ambassador drain screws. It appears that plunging created the leak because over time those screws had loosened, so if you have those Ambassador drains it would help to snug them up a bit on a regular

basis to keep them secure against the putty and the bottom of the sinks. November Winter 2020 Vol. 38 #4 – Fuel Starvation and the Obscure Ball Check Valve – These check valves are in the Racor 24 Series filter housing. Just after I'd passed the entrance to Fulford Harbour and its regular ferry, I experienced fuel starvation, yet again. I did the "world's fastest fuel filter change" without success. I called for a tow and went to Van Isle Marina in Tsehum Harbour. The next morning I used the marina office's phone to call Gartside Engineering who agreed to contact me by email when they could send someone over, but most likely the next day. To my surprise Sanjay arrived that very afternoon. Within an

hour and a half he had diagnosed the problem, removed the filter housing, cleaned and replaced it. Back in business. Turns out that while I had cleaned the ball valve section on the top of the housing, the area underneath that ball, where the fuel heads down into the filter, also needs to be thoroughly cleaned. Please be warned, I've posted this in four places on the 'site: my original tech note, Critical Upgrades, 101 Topics, the wiki under fuel, and now this update.

Trust you're enjoyed a fun-filled 2022. And, as always, many thanks from all of us to all of you for supporting the C34IA. **–Stu Jackson, #224 Aquavite**

Catalina 310/315 International Association

What Did You Do Last Summer?



C310/315
Association Editor
Gary Hattan

The days are becoming shorter and shorter. I don't want to get out of bed because it is still dark and I have become accustomed to letting the sunshine creep across my bed before finally crawling out from under the comforter and putting on that pot of java that I so look forward to sipping each morning. However, someone laying next to me is sniffing the air and wondering why there is no Costa Rican blend wafting its way to her ultrasensitive nostrils. It's my job so I kick off the covers, grind the beans and begin another day. Autumn is just around the corner and every sailor in the Midwest knows what that means. Time to start the process of getting

your Catalina (or another off brand) out of the water. I have already set up my takeout date and put down my deposit for winter storage. I let the marina do the winterizing as I think that they do a better job than I can do and I don't mind paying for having it done right. I will do my own oil change and, although I have heard it both ways, I think it is better to change the oil before winterization. My neighbor Steve thinks that the that since the oil sitting in the engine all winter will degrade anyway, why not wait until Spring to change it. Others want the oil as clean as possible to do less damage to the engine over the winter. I'd be curious to know what any C310 owners think.

Reflecting on the now waning summer, once again we fell short of expectations for sailing to far flung destinations (even though our dreams were limited to Lake Michigan). Last year, I could blame a faulty thermostat that resulted in frequent overheating

and one towing. The solution was to take out the thermostat entirely. This year was the result of too much golf and building a new house. The excess golf was regrettable but the house was unavoidable. Hopefully it will be done by spring and next sailing season we can do more of what we wanted to do this year... cruise the coasts of Michigan and Wisconsin. This summer we were limited to one overnight trip but a lot of day sailing. The C310 is equally adept either way. Also, we were able to use our ebikes to expand our ability to explore the port of our choice event. This year happily there were no flat tires! I would love to hear of any Great Lakes sailing adventures from any of our readers, C310 or otherwise. Perhaps we can make plans for a destination that has not been on our radar screen.

Now that the time is upon us to get the sailboat out of the water, I will have to write another check for shrink wrapping that is increasing every year

CATALINA 310/315 INTERNATIONAL ASSOCIATION

(continued from previous page)

(the check amount, not the wrapping).

In hindsight, it would have been more cost effective to have bought a custom cover. They seem to be much easier to use these days than the

complex ones of the past that resembled a Sioux sweat lodge.

Suggest: Please share your summer 2022 sailing adventures. I would love to hear any experiences that you would

like to submit. With your permission, I can make your story the my column in the next edition of *Mainsheet*.

–**Gary Hattan**, gfhattan@gmail.com, *Mischief*, C310 #191

Catalina 30/309 International Association

Terrible Two's

Quest for 5th Catalina 30 North American National Championship

In late August of this year, the South Shore Yacht, located in Milwaukee, Wisconsin, hosted the Catalina 30 North American National Championship that brought in local sailing talent from around southeast Wisconsin. South Shore is known for hosting big sailboat races and is home to the Queen's Cup Race. The Catalina 30 North American National Championship is an annual regatta in which different clubs host from around the country. Since 2016, Lake Michigan has served as race platform for this competitive fleet of racing/cruising sailboats. With the exception of 2020 when the race was canceled due to the COVID pandemic, the Catalina 30s have raced every year, and in 2023, Catalina is moving the event to San Francisco Bay for the 50th anniversary of this iconic yacht.

The 2021 Catalina Nationals regatta brought in a total of 11 racing vessels who competed in three separate Divisions – JAM, Spinnaker and Cruising. This year's favorite in the JAM Division was none other than the infamous Terrible Two's, a Catalina 30, Mark II tall rig owned and skippered by Tommy Vibbert of Hoffman Estates, Illinois. Terrible Two's has recorded 4 national championships under her waterline and is crewed by Bill

Erdmann - Tactician, Mickey Nielson – Navigator and Mark Lendvay – Grinder/Foredeck, who are all from the Racine, Wisconsin area, and have competitively raced together since 2016.



On this particular race weekend, the team was seeking their 5th National Championship - a feat never accomplished before within the North American Catalina 30 Nationals record books. The race weekend weather presented sailors with light winds and storms on the first day, followed by heavy seas, high winds of 25-30 knots, along with more storms on the last day of racing. At the conclusion of the first day of racing, Terrible Two's standing was in last place, yet the crew

was officially unaware of their "lack-luster standing" as the late summer sun settled in the western sky over downtown Milwaukee. Rather than reflect on the day's poor racing results, the crew elected to tour the Milwaukee River aboard the teams Zodiac. On this particular voyage the Hoan Bridge was adorned in Red, White and Blue lighting in recognition of an Honor Flight of Veterans that were scheduled to arrive at Milwaukee's Mitchell International Airport. The view of the bridge was visible as the Veterans flew over the city.

The following morning offered skippers significant changes on the race course with strong southerly winds and heavy seas. At the start of the first race, the South Shore Yacht Club Committee Boat recorded a 27-knot gust of air, with 3-5 foot waves and storms forecasted. Once the racing boats (portable buoy controlled remotely by GPS settings) were set, the first race was underway with all boats aggressively charging the starting line. Terrible Two's was the only boat that had reefed (reduced sail) their mainsail in order to depower the racing rig.

This tactical decision proved beneficial, as competitors struggled to hold their course up to the first racing boat. The crew of Terrible Two's were finally dialed-in with waves and spray coming over the bow and into the cockpit, along with the toe rail submerged underwater and everyone aboard with wet feet. With the rig

humming and vibrating and the black colored Nielson racing sails perfectly trimmed, the feeling aboard this majestic 30-footer was both mystic and intoxicating. Most sailors know what this sensation is like with the rail over and water running down the gunwales of the boat, along with an occasional spray in the face on a hot summer day.

At the end of the second day of racing Terrible Two's recorded two first places that resulted in



another achieving another National Championship and for 78-year old Tommy Vibbert, a historical moment. Vibbert, who every winters claims that he'll retire from racing, recently stated with a boyish grin, that he intends to compete again in 2022, and reportedly Chicago, Illinois will be the next racing venue site. Additionally, Vibbert and crewman Mark Lendvay intend to travel to San Francisco in 2023 for the 50th anniversary regatta – look out California, these guys can race!

Thank you to South Shore Yacht Club for sponsoring the Catalina Nationals, and to Larry Weigel, the Dock Master, who kept a watchful eye on the redneck crew of Terrible Two's. A special

thank you is also extended to the crew of the Odyssey and owner, Cara Gaitens, who sponsored the weekend for all racers. Thank you Cara and hope the "boom rash" has cleared up by now - Wilby!

Until we all meet again on the water, Let's Go Racing! –**Mark L. Lendvay**



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Catalina 22 National Association National Championship Regatta



C22 Association Editor Rich Fox

After a year or two of downtime and inactivity due to the pandemic, it is great to see the Catalina 22 National Sailing Association buzz with organized sailing regattas and cruises throughout this past year.

Regattas and Cruises

The National Championship Regatta in June had 21 boats in attendance and Keith Bennett won bragging rights as “National Champion”. Thank you to Ted McGee for organizing the event and to the Fort Walton Yacht Club for all your hard work and fantastic hospitality. Thank you to Hal and Sally Smith for your continued support as PRO for this annual event.

The Apostle Island Cruise on Lake Superior in August was a great success. Thank you to Stuart and Michelle Weist for organizing and hosting the event.

Catalina 22 racing in the South-Central United States) continues to build momentum with very good participation. Thank you to Regional Commodore Mark Goodwin and all the very fast and competitive Catalina 22 owners in the area who continue to promote and support interclub racing.

The Great Lakes Cruise on Western Lake Erie in July was full of big lake adventure. Thank you to Mike Bracket who organized and led this fun annual sailing event.

The Destination 22: Charleston, South Carolina Cruise was held a

few weeks ago (October). The event was organized and hosted by Liz McCaffery. Thank you!

Website Update

In July, with the support of our website host Bart Keith (Soft Designs) and Ted McGee, we successfully upgraded and updated the Catalina 22 National Sailing Association website at www.catalina22.org. We simplified the layout that included reducing the number of items across the top menu. We consolidated all the C22NSA and Catalina 22 resources into a new “Resources” mega-menu area to make it easier for Catalina 22 owners to find a variety of useful content. If you have not yet check-out the website, please take a little time this winter and go exploring.

Looking Ahead

Look ahead to 2023, the Catalina 22 National Championship Regatta will be held on DeGray Lake, Arkansas and hosted by Catalina 22 Fleet 145 and the Iron Mountain Yacht Club. Ron Nash is the Vice Commodore who will organize the event along with a wonderful team of volunteers. The event will take place the week of May 20 to 25. The Notice of Race is expected to be posted shortly after the holidays on the website at www.catalina22.org.

If you have a Catalina 22 regatta or cruising event for the upcoming year, please send me your announcement, Notice of Race, or other information so I may help promote the event on the website and on Facebook. My email address is c22mainbrace@yahoo.com.

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