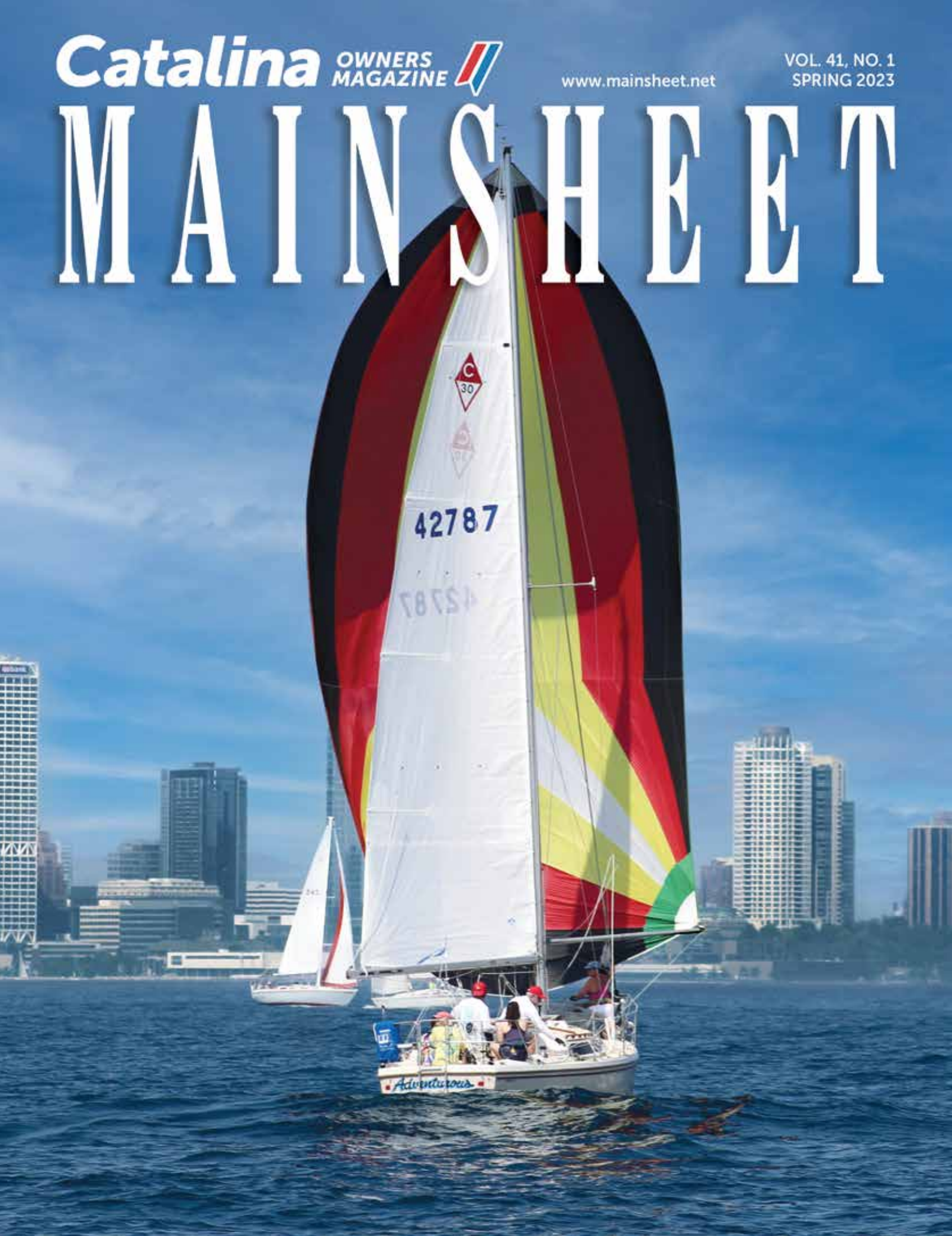


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SPRING 2023

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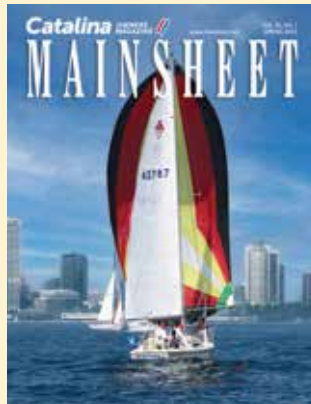
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"NOW HEAR THIS"

I guess I am still a little old-fashioned!

In addition to my computer, I still have a large paper calendar on my desk. I can flip through the pages to see my regatta dates for the year. It's fun to have so much to look forward to. Hope to see you on the water.

—**Jim Holder**, Publisher



Photo by Bob Schmalte and Greg Burk



Photo by Cece Stoldt

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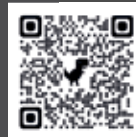
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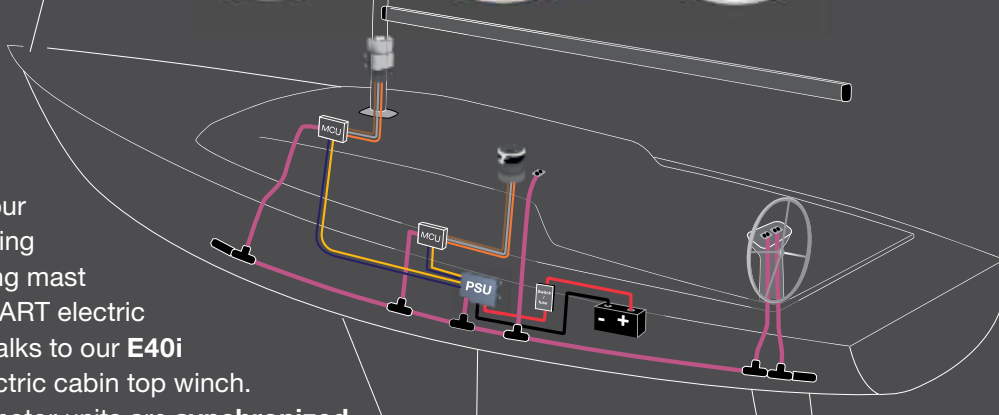
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Lessons Learned:

Roller Furler Troubleshooting

By Ken Cox, C28 Association Technical Editor

Most of us have had Furler problems at one time or another. Here are some troubleshooting tips. If you're having trouble raising and lowering it either the tubes are worn and a bit sloppy or the slot is filled with spider gunk. If the tube is worn you have to either replace them or work it up and down to feed it in, the cheaper and preferred method fortunately you don't have to do this except spring and fall. You can inspect and make sure the tube is not bent at the joints, maybe even touch up with a small file to correct. But to make it easier you can get a short piece of luff tape sewn to a square of sailcloth with a ring at top and bottom, spray it with a sail lubricant and work it up and down until clean all the spider gunk out.

If the issues are deploying and retrieving the issues have to be from three sources. Drum, swivel, halyard. Assuming of course you have a halyard retainer, if not consider installing one. Don't put one every 2 inches as you can create a weak spot in the mast. Let's start with the halyard, it has to be up and tight. Some have the drum fastened by a clevis to the drum. Some have the drum hooked with a shackle like the old Hoods, when you pull the halyard tight you can see and hear the drum rise, this is good. Get it tight.

Next the drum, it must be clean, mine tends to draw mud daubers. If it's clean spin it, is it smooth? If not, you may need new bearings. It should spin very easy. The connectors for the foil can also wear at the joints but this normally does a thump, thump, thump kind of thing and once it starts rolling it normally will go all the way but can be hard to get going.

Swivel, make sure it is clean as well and spins freely. Make sure the bushings are not too sloppy.

A quality Furler can last 30 years.

If your still having problems getting it all the way out, it has to be halyard wrap. If you have replaced the sails makers may have cut the sail too short and the halyard is out of the mast farther than it used to be, adding to the slack halyard at the top. You can offset this with a pennant at the top of bottom of the sail.

You can take a pair of binoculars and look at the top swivel, if the halyard goes around the foil more than

about a quarter of a turn this is creating a bind use a pennant to get as much halyard back in the mast as possible.

You also need to develop technique, it's like playing tug of war, do not let the take up line in the drum wrap loosely or it can overwrap and stick and be a bear to roll up. Leave a little tension on the take up line so it wraps evenly, also be sure that all fairleads are ran fair.

This should have your Furler working well. But there is one more thing to consider

Finally let's look at sail life. A sailmaker told me that a sail has a useful life of about two thousand hours. When you are done for the day ease the halyard off a bit. If you leave it tight the clock is running. This is easy to do on all Furler's except CDI, the CDI with an internal halyard is tied off at the drum, if you do not ease it sail life is shortened significantly.

Hope these little tid bits help! Fix it fast, Sail it faster!

The issues are deploying and retrieving the issues have to be from three sources. Drum, swivel, halyard.

Note from Gerry Douglas:

The fuller described in this article is an older Hood unit. A Schaefer or other brand unit will have different requirements. If you don't have the fuller manual provided with your boat contact the manufacturer or use their website for servicing instructions.

The practice of loosening the Genoa halyard will have little effect on the luff tension on a furled sail due to the friction between furled layers of sailcloth and may have the detrimental effect of allowing the head of the sail to unfurl in a blow.

View from the Bridge:

Waiting for Blue Skies & Fair Weather

By Gary Hattan, C310/315 Association Editor



I wake up from a sound sleep on this cold Michigan morning and anxiously anticipate the return of the sun. Alas, it is not to be... not today. Another day of thick gray clouds that show no sign of yielding to blue skies. Perhaps next month I'll make my escape to Arizona, golf clubs and shorts

in ready. For now, I will have to be content to endure and prepare. The weatherperson on the TV this morning has assured me the temperature will almost certainly reach 43 degrees this afternoon before plunging down into who knows where for the rest of the week and for that matter the month. A good day to take a peak at Mischief, the Catalina C310 beauty, that sits in its cradle, wrapped in plastic, waiting for Spring.

The people who do my shrink wrapping really do a good job...the weather stays out but it is properly ventilated to keep from trapping moisture. They install a doorway that allows me to zip it open and inspect inside. Just climbing in brightens my mood. I read someplace that the next best thing to sailing is thinking about sailing. That works for me. My eyes scan the deck and cockpit for signs of anything that should not be there. So far so good. Opening the companionway and entering the galley I smell that familiar scent that instantly puts a smile on my face. Instinctively, I search first the bilge and then everywhere else for signs of water. Nothing to report here. I replace the DampRid with a couple new buckets and climb back into the cockpit. I'm feeling better already. One day, hopefully soon, we will be sailing again.

Next stop is a trip to the local marine store. There are several choices in the area including West Marine, which is the go to place for most of my needs. My favorite is Wolf's Marine in Benton Harbor, where almost anything boating is stocked. I walk around and take in the sight of shelves and shelves of paints, anchors, lines and shackles. Today, however, I'm just looking. Maybe next week I'll treat myself to a new pair of deck shoes that don't groan when I jam my feet into them.

Getting back home I settle into my favorite leather chair, push the button that ignites the fireplace, and grab my iPad and go to the Catalinayachtsstore.com website. I decide to treat myself to a new Catalina hat. They work great for golf and often spark a conversation about sailing while waiting to tee off. One accessory that I am really glad I own is the halyard bags. I bought them several seasons ago. They keep the lines neat and out of sight. Purists don't believe that any line should ever be out of sight but then I'm not a purist.

Tonight, we will have a glass of wine and watch a movie on sailing. "Adrift", "Master and Commander: The Far Side of the World" and "Maidentrip" and some of my favorites. Even better is the DVD box set of "Horatio Hornblower" where the attention to detail is amazing. Also, if you haven't seen the documentary "Untold: The Race of the Century" about the Australia II that won the America's Cup in 1983, you're in for a treat. Pass the popcorn please. **-Gary Hattan**, gfhattan@gmail.com, *Mischief* #191



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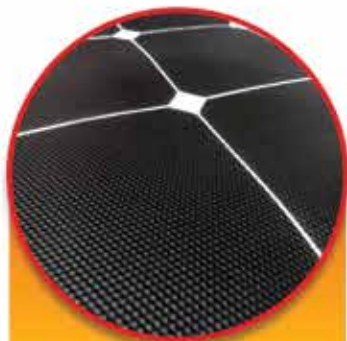
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Close Encounter:

Looking for Slips

By **Bill Martinelli, C470 Association Commodore**



Well, the pandemic has had ill effects here in Baja Sur, Mexico but not the medical ones you are thinking of!

What's happening here is that a whole lot of gringos from up north have decided they don't need to work at the moment, can work from anywhere, not wait for retirement, or just not wait till they are older. This has led to a greater influx of new boats from US and Canada all looking for slips. The marinas are all full, so the minimally protected anchorage along the waterfront in La Paz is the only place to go for the moment.

We used to reserve a slip for *Voyager* about six months in advance for time blocks of 3-4 months, last year we reserved a year in advance. Now, if we want a slip for winter 2023-24 we are need to rent/lease the slip for a year.

Although some things are inexpensive in this part of Mexico, this does not include marinas as there is high demand and limited supply. La Paz has eight marinas! And 2-3 more are proposed. Most slip rates around the

Southern Sea of Cortez have recently increased by about 20%, we have a 50-foot slip at \$1,230 USD plus electricity at \$0.35/kwh. Our old slip in San Francisco Bay presently runs \$450-\$475 plus electric. That was a pretty decent marina that included free parking. Parking at our marina is another \$100 a month for a covered space.

We used to make do without a car here but then one year we decided to replace both refrigeration units (early C470s had two complete independent systems). The ~14 year old units were starting to make noise and we of course rely on our refrigeration heavily when we're off the dock for multiple months. Since we had three vehicles at home, we loaded up the frig units from there and a bunch of other things and drove them down. Without a vehicle, collecting a couple of bolts or screws can be a two to three hour experience. The cost/benefit of having a car here works for us.

We used to fly home in each spring for a couple weeks then in summer drive home for approximately two months to beat the heat. When the pandemic came along we decided not to risk flying and have been driving in both spring and summer. We take three days to get home to Northern California, about 1,450 miles door to door.



Crowded dinghy dock for La Paz anchor-outs

Cost used to be about same as flying, with higher fuel prices it is now more expensive to drive. In La Paz, gas is about \$4/gallon and diesel about \$4.65/gallon. The Mexican government regulates the prices so they do not fluctuate widely. Once I cross the border, recent California gas prices have made my eyes water.

Getting back to the number of people sailing down to Baja. A bunch of YouTube sailors have definitely made more folks aware of this area. When I first noticed YouTube I said to myself, we could do that! I spent more than 35 years as a commercial photographer, and in addition to corporate photography Julie created video and multimedia presentations. We would script, design, schedule, light, shoot, promote, do all that stuff. After thinking about it for maybe 15 minutes, I said to myself DUMMY you retired so you could enjoy your boat and goof off, not go back to work.

Plus, the most interesting channels to me are always showing some problem every week! If I have projects to do that often we have the wrong boat; we'd need to buy an old piece of junk that's falling apart to keep viewers' interest up. Don't get me wrong, there are some very informative channels out there that show building

or retrofitting boats. Their problem comes when they transition to a sailing channel and if they've done their work right and the boat performs as it should, they have nothing left to show them repairing. Now they have to become a sailing travel channel and it's much harder to try and make that compelling and unique.



C470 (*That's It* and *Rising Sun*) networking at Palm Beach Sailing Club (L to R, front to back): Joann Hoy, Andre St-Denis, David Hoy, Joane LeBlanc.

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OLD MEN & THE SEA

ABACO 2022

BY JAMIE ROHRBAUGH • C350

Hard to imagine that it had been nearly four years since I made the last Abaco, Bahamas trip. Hurricane Dorian, COVID and schedule conflicts all got in the way.

Planning started in 2021 as COVID restrictions for travel were beginning to lift. My plan was to visit in late April, 2022. We would stay until early June. One of the first things to accomplish was to make sure my Catalina 350 sailboat, Soixante, was adequately prepared. I had her hauled in late February and a complete bottom job was done. Prior to departure, my mechanic spent several days insuring all mechanical systems were a go. I collected a number of spare parts as marine stores in the islands are few.

The trip would consist of several segments. First, the positioning of the boat down to our jump off spot Ft. Pierce. I chose to travel via the ICW from Jacksonville, our home port. This segment would take about four days with stops at St. Augustine, Halifax River Yacht Club, Titusville City



Great Sail Cay

Marina, and Melbourne Yacht Club. We would visit fellow sailors and yacht clubs. Our weather hold position would be Ft. Pierce City Marina. Weather is a critical component of doing the crossing. We travel over 100 miles in open ocean, normally an overnight trip of about 21 hours. Our first Bahamas landfall was to be Great Sale Cay. This is an uninhabited island that offers protection from wind/waves and a good place to sleep after the crossing. We also refuel there using the 20 extra gallons of diesel on board.

My crew formed after weeks of emails, calls and meetings. It consisted of Mike Blommel from Minneapolis, on his first time off-shore trip. Ben Santos, a retired Army Officer who understands traveling with the bare essentials. And longtime friend and regular crew member, David Patrick. He had been with me on previous Abaco trips. Thus the “Old Men and the Sea” Crew was formed.

On our way from Jacksonville, we decided to have our boat blessed. We participated in the *Blessing of the Fleet* at Saint Augustine Yacht Club.

At the time, we were required to have an Antigen COVID test within 72 hours of arrival in the Bahamas. Tricky to plan when you’re on a sailboat going 6 knots.

In Ft. Pierce, we watched the weather intensely over several days. We got tested (all negative) for our decided departure on April 16th. Based on local knowledge we were advised to go out the Ft. Pierce inlet with an outgoing tide.

Our agreed crew watches were in two teams, David and Mike, Ben and me. We would change every two hours. All things good as the sun set and we had a good ride heading somewhat south. At 8:00 pm we altered our course to more easterly and entered the gulf stream. We were making about 4 to 5 knots and moving along in about 4 ft seas. About 10:00 pm things changed. The engine started to run



The crew enjoying Spanish Cay

erratically dropping RPMs and even nearly stalling but then regaining power. Bad Fuel? We had topped off at Ft. Pierce. The gauges did not indicate any problems in temperature. Dropping the RPMs to keep the engine from stalling slowed us down to just over two knots with seas slightly higher and wind that had shifted to right on the nose. It would be along night ahead.

At 3:30 a.m., day two, we made the Bahamas Bank as the depth went from 2,000 feet to 12.

We traveled on to Great Sale Cay, arriving about 6:00 am exhausted but excited as well. I worked on the engine trying to clear the fuel line. By 8:30 am we were all ready to continue on to Spanish Cay, a small formerly private island and now a semi-public marina. By keeping the engine RPM's low we were able to make Spanish Cay Marina by 4:00 pm. Everyone was happy to be on land and we were greeted by a friendly staff, a great boat slip and a helpful and efficient customs officer. We cleared customs and headed to the bar and restaurant. After Hurricane Dorian, they had upgraded the sea wall protection and made improvements to the bar and restaurant. They rebuilt the pool and added several games in the common area. (pool, shuffle board, table tennis, darts). This marina is expensive, but worth it.

Because of weather (and having a good time), we decided to stay a couple of days. The crew explored the island while I tried to figure out the engine issues. On 4/21 we departed for the Green Turtle Cay and the Bluff House Marina.

At Green Turtle Cay, our slip was awaiting and the engine was running well. We only had 19 nautical miles to go but even with strong winds we made this segment quickly. As we entered White Sound, the dock master and Assistant Manager, plus numerous fellow boaters were there to greet us.

The wind had picked up more and docking would be tricky. We made several circles before backing in. Just as I put Soixante in reverse, the engine STOPPED, now what? Fortunately, David was on the bow and quickly let go the anchor. We glided into the slip perfectly.

After securing the boat, we adjourned to the Tranquil Turtle Beach Bar and called it a day. The Bluff House has been a regular stop off each time I have made this trip. They are friendly and well positioned as a hold spot for the next part of the trip, traversing the Whale. Cha and Molly, the marina staff, were extremely helpful. After Dorian, the dock had been rebuilt, complete with a new electrical system that met a revised electrical code. However, the electrical system on the boat kept tripping the new sensitive GFI breakers. That meant no AC or Battery charger. Over the next several days I attempted, with help from dock mates, to remedy the problem. The crew continued to explore and rented a golf cart to get to New Plymouth. The pool was a bit cold but they went snorkeling on a nearby beach while I sorted out boat issues. Cha loaned me a battery charger. We patronized their bar/restaurant frequently. The food was excellent and the sunsets amazing.

After being at the marina for several days, we decided to take a day trip to nearby Treasure Cay using the ferry service to cross over, then a taxi to town. Our taxi driver, Vernon, asked where we wanted to go. When we said "town", he told us "there is not much left" We did the disaster tour and decided to head to the only restaurant open, the beach club. This condo facility was just getting back open. The restaurant was recently rebuilt and the staff eager to work. It's located right on the ocean so we explored the beach and made the best of it.

The destruction of Treasure Cay was terrible. The golf course and most of the buildings were destroyed. They are rebuilding but it's going to be a long process. Several bigger private homes were well underway toward fully being repaired and we heard that several of the more affluent part time residents were helping the locals rebuild. A non profit, Good Samaritan, had been for several months clearing debris.

Crew departure was 4/26 so they needed COVID testing within 24 hours.

One of the best things about the rebuilding is that Green Turtle Cay now has a clinic for a walk in rapid test. They all were negative and ready to depart.

David and Ben S and Ben K would be returning for the U.S. crossing on 6/7, but for now my constant companion was the local rooster who became my pet over the next few weeks. The locals told me they never had chickens on the island until after the storm and now they are everywhere.

Alone on Soixante. I went to work attempting to solve the electrical mystery. Fortunately the night temperatures were

OLD MEN AND THE SEA

(continued from previous page)

low 70's so A/C was not needed. Keeping the refrigerator going and batteries charged became a priority. Cha found a portable generator to replace the battery charger so I could run my electrical system apart from the dock system.

Over the next several days I sought info from the internet and the Catalina 350 forum blog, where Warren, a former manager from Catalina Yachts weighed in. He gave me several repair ideas about fixing the engine. A fellow boater on the dock was a self taught electrical guy. He helped me fix the electrical problem. Now I had dock supplied electricity. I felt unsafe continuing to Man O War and Marsh Harbour by myself. Because of costs at Bluff House, I went back to my Abaco Cruising guide and the internet to locate another marina. I found Donny's Boat Rental and Marina in Black Sound, right in Green Turtle Cay. Fortunately a multi-month renter was leaving and a slip would be available for me to relocate.

The entrance to Black Sound is only possible at mid tide or higher. It's marked by poles and local knowledge is advisable. Donny came out to meet me on his skiff. Taylor, his daughter-in-law, came aboard as crew to help in docking.



Donny and Taylor in Black Sound



Feeding Sea Rays at No Name Cay

Donny hooked up to the bow with his boat yelled: "Just let me back you in darlin!". The wind was up and this was unfamiliar marina, but Donny guided me right into the slip with fellow boaters helping.

Donny, his family and fellow boaters could not have been more helpful. They were great sources of local knowledge and repair ideas. My electrical system now worked, except for the boat's battery charger which had taken a fatal surge hit. (Later found out it just went to sleep for a few weeks!)

For several days I continued to seek engine repair parts and advice. It was a bad wire causing the intermittent fuel cut off and I was able to get a new pump from a nearby boat yard. I also rewired the connection and installed a switch to control the pump as a back up. Life is good.

Green Turtle Cay was well on the way to rebuilding. Although it's been three years since Dorian, a barge and crane was still continuing to clear sunken boats and debris up from the sound.

At my new location, the variety of people on the boats plus the boat rental people kept me entertained. I joked with Donny that he could have a TV or internet reality show. Maybe Dock Dynasty? He referred to his customers as 'the dock flock'. A lifelong resident, he is a wonderful host and knows everyone.

While at Green Turtle Cay, I frequented the three grocery stores on the island regularly. Part exercise and part to support the local economy. They are also a gathering place for the locals. In the islands, people are polite, say hello and have time to talk. This was a great help to me as I was alone on the boat.

One of the fun things here is the nearby 'No Name Cay'. Renamed by the visitors as 'PiggyVille', it has a restaurant and bar, a beautiful beach and yes, swimming pigs. One day I helped Donny with a tourist group from Wisconsin. It was a treat to see them enjoy the clear waters, the swimming pigs and the sharks. They also got to feed the rays and had a wonderful time.



Heidi and Chuck of Sailing 4 Smiles

Over the course of the next month I met people from all over the world. Surprisingly many were from near Jacksonville, my home port. One day I noticed a familiar trimaran anchoring near the sound entrance. It was friends from my home club passing through on their way back to St. Augustine after several months of cruising. What are the chances? We had a nice visit over dinner and next morning they were on their way.

Another couple I met, Heidi and Chuck, formed a charity called Sailing 4 Smiles. Heidi had been a dental hygienist and when they embarked on their dream trip she realized that many of the children they met needed dental help. Their charity provides education, supplies and even in some cases dental procedures. Chuck has great mechanical skills and helped several fellow boaters out of difficult mechanical situations.

After nearly 2 1/2 months, my crossing crew had returned and it was time to go home. David, Ben, S and Ben K. my new member who is an experienced sailor. We departed on Thursday 6/9 for Great Sale Cay.

Weather looked great for the passage. As we approached Great Sale things started to change. The wind picked up and late afternoon thunderstorms started moving in.

Then, out of the clouds a funnel formed. An unexpected water spout. As we watched, it gradually picked up in strength and moved closer. We were able to get away from it but the sound and strength were menacing. We safely anchored in the pocket of Great Sale Cay. For a moment I had one bar on my cell phone and I could send my wife, Geri, a text that we were crossing the next day.

On Saturday weather had cleared and we were set to do our crossing to Ft. Pierce. Another 100 plus miles.

A beautiful morning with fair winds and small seas. We estimated a 29 hour weather window. As we left the shallows on the Bahamas bank, the sun was setting and we began to see lots of boat traffic on the AIS system. At one point 10 vessels closer than 5 miles. Later that night saw rain and higher winds, but being more than halfway to Ft. Pierce we decided not to turn back.

With four of us as crew we did our normal rotation. Always one at the helm and one sleeping in the cockpit. The crew was competent and I felt at ease with whomever was steering. We were timing our arrival to coincide with the tides at Ft. Pierce inlet. The out going tide can be up to 7 knots at the inlet, more than our average boat speed of 5 knots. We arrived, the next day at 11:30 am right at tide change so we were able to sneak in. It took nearly another two hours to make the marina.

We used the new U.S. Customs and Boarder Patrol application to check in. Near shore we texted our arrival. We had preregistered our information and float plan. In a few minutes, we had a confirmation that we were cleared. Simple and efficient.

We were back in the U.S., safe and sound but exhausted. I'm very thankful for my family and all those that made this trip successful, especially my crew, as their experience and calm demeanor was always a comfort.



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Catalina Fleet 21 Chicago Region 50 YEAR ANNIVERSARY

By Dave DeAre

Catalina Fleet 21 is an all-Catalina sailing club for Catalina owners on the Southern shores of Lake Michigan. We have members in the harbors from Racine, Wisconsin to Michigan City, Indiana. The fleet was founded in 1973 by a small group of new Catalina 22 purchasers/owners and soon grew to include all Catalina models. Founded in 1973, 2023 will be 50 years for our fleet. We plan to celebrate with a gala 50 Year anniversary party!

Our Fleet holds regular sailing outings, as well as educational programs throughout the year. We have a monthly newsletter, mailed to members, the FLEET SHEET and ZOOM has been an effective way to keep our members interested and involved with Fleet activities. Our sailing outings usually involve member's boats sailing to a sponsored harbor, a party, dinner and spending time with old friends and new friends on an overnight visit to a different harbor.

2022 started with our famous Margarita Party and Brown Bag Auction at Hammond Marina, IN, closely followed by an overnight visit to Belmont Harbor, Chicago. The photo is of some of our members at the August sail in at Southport Marina, Kenosha, WI. Labor Day is a sail in to Michigan City, IN for a 2 or 3 day visit.

Our season is topped off with our annual banquet and awards dinner party held at Palos Country Club. This is a wonderful dress-up evening with dinner, dancing and awards for Boat of the Year, Commodore's Award, and Rookie of the Year.

We plan to sail into our 2023, our 50th year, with a variety of special activities. If you have a Catalina sailboat in the Chicago, come join us. See our website: catfleet21.org



Above: 2022 Awards Banquet and Dinner.

Below: Catalina Fleet 21 Chicago Region at Southport Marina

All Catalina Outing at Kenosha Wisconsin



CM440 Watermaker Installation: Spectra Ventura

By Chachère & Margarita López Torres, *Que Chevere*, CM440 Hull #30

This story recounts our recent installation of a watermaker in *Que Chévere*, a 2006 Catalina Morgan 440 (Hull #30). We purchased a Spectra Ventura 200T system, which is rated for 8.3 gallons per hour (31 liters) and uses 10 amps on a 12-volt system. The kit comes as a number of modular components, which allows for many options in the installation. Spectra also provides what at first seems like a somewhat bewildering array of hose, hose fittings, clamps, brackets, and so forth. However, these turned out to be nearly everything needed (with some

minor exceptions) to complete the job.

We bought the Spectra Ventura 200T system in fall 2022, just before starting a cruise south from New York to the Bahamas and Caribbean. We intended to slowly install it along the way, proving true the adage that cruising is all about working on your boat in exotic places. As with any successful project on a boat, planning is everything, and our strategy gave us plenty of time to plan. Our goal was to have the components we would interface with regularly in reasonably accessible locations, with those parts

we needed to get to less often tucked out of the way but still reachable when needed.

The largest component is the Clark pump and reverse osmosis membrane module, which we located under the salon floor bilge compartment as far forward as possible, mounted onto a board that we glassed down across the two lateral support beams (photo #1). Although this is a rather tight area to work in, access is not regularly needed. Next, the feed pump module, which includes a charcoal filter and several valves for switching between



Clark pump and membrane located in bilge.



Feed pump module and charcoal filter located in bilge.



Gauge panel and discharge spout located in forward head.

sea water in normal operation and fresh tank water for flushing out the membrane, as well as an on/off switch for the pump, was installed just inside the large hatch in the salon floor on the port side. This ensured that all of these controls would be easily reachable (photo #2). The other main components of the sea water side (i.e., strainer, 5-micron filter, accumulator) were installed along the starboard side of the salon floor hatch, where they could be accessed, as needed (photo #1).

The most challenging part, oddly enough, was figuring out where to place the smallest components, namely the panel of analog gauges that indicate system pressure and flow,

the valve for diverting the product water between a sampling tap and the water tank, and a sampling tap. There are precious few flat surfaces in the cabin for installing a gauge panel with unobstructed access behind for the hoses, and fewer still that would be unobtrusive or logical. In the end, we discovered a nice location in the forward head in the fiberglass panel that surrounds the mast support, just below the medicine cabinet. This allowed us to have a basic “operations center” for system monitoring in the forward head. Specifically, we installed a small discharge spout (not supplied by Spectra) next to the faucet so that test water could drain into the sink, and the diverter valve just inside the door in the cabinet beneath the sink (photo #3).

Hooking up the various components involved the usual Houdini contortions of working on a boat. For the sea water intake and brine discharge, we T’ed into the supply and discharge lines of the existing starboard heat pump, so no new thru-hulls were needed. The trickiest connection was that of the small 0.25-inch hose for product water into the main (starboard) tank, where we needed to connect into the large 1.5-inch hose from the deck filler. A couple of visits to home supply and marine stores along the Intracoastal Waterway were needed before we could gather all the reducers and adaptors need to cobble a Tee to accomplish this! Lastly, the wiring involved installing a separate breaker into the main panel and running some 8-AWG cable to the feed pump module (Spectra advises this to minimize voltage drop).

Operation of the Spectra Ventura 200T system is very simple. First, we flip on the switch on the main panel and run the system for a couple of minutes, with the product water diverted into the sink where we can

test it with the salinity meter to make sure its below 750 parts per million (ppm). In practice, it drops almost immediately to 200 ppm. Next, we flip the diverter valve to start filling the tank. When we are finished making water, we open the salon floor hatch, reach in to flip the two valves on the feed pump module, and run the system for 3 minutes to flush it.

Que Chévere (Spanish for “how awesome”) indeed! –**Matthew Chachère & Margarita López Torres**, *Que Chevere*, CM440 Hull #30



Authors’ bio: Matthew Chachère and Margarita López Torres retired earlier this year from long careers as a legal services attorney (Matthew) and a judge (Margarita). As of this writing (December 2022), they are in the Bahamas on their 2006 Catalina Morgan 440 (Hull #30), *Que Chévere*, en route from their home port of Sag Harbor, New York, to Puerto Rico. They previously cruised summers on a Catalina 36, and before that on a Catalina 27.

Note from Catalina Yachts:

A well done article for installing a Spectra Ventura 200T in a CM440 noting that depending on the year and options ordered from the factory, installs can vary. One example is generator locations changed from forward under the salon to aft so every install will not be the same between 2005 thru 2010.

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. Spring 2023 password: S411

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

New Engine Revisited



C470
Association
Technical Editor
Joe Rocchio

For only the second season since *Onward* was launched in 2003, she is spending the winter alone in the cold – and for only her first time on the hard. And, my friends, I find this hard. To top it off, a weird health issue made the winterization process much more of a challenge than it should be. After six weeks of travel to visit our children, Peggy and I have begun to plan for the next season.

In a previous *Mainsheet* (Winter 2022), I related our experience in repowering with a new Yanmar 4JH80 diesel. In spite of all the difficulties encountered, we were very fortunate to be able to enjoy more than three

months cruising in New England waters. The new engine performed very well, actually exceeding expectations. It also presented us with some new challenges that will be the focus of upgrades and improvements for the 2023 sailing season.

First on my list is addressing the problem encountered when a diesel tank was drained down to the last 10-15% in rolling sea conditions. The 4JH80 does not like running out of fuel in a tank. The electronic control unit (ECU) senses a drop in vacuum pressure and puts out a non-fatal fault alarm (so startling, loud, and annoying, it actually interferes with diagnosing and fixing the problem).

The original 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 between the three fuel tanks

and the engine would nicely recover. I needed to use the primer pump only ~3 times in ~80K nm.

Of course, the first line of defense will be to avoid running too low in a fuel tank to begin with! To address this problem, I will take advantage of the KUS/WEMA fuel tank gauges on the C470 that have been proven to be very accurate, reliable, and almost perfectly linear over the entire range. I plan to install a converter (Maretron TLA100) to change the analog gauge readings to NEMA 2000 digital data that can be displayed on the Axiom MFD. Better situational awareness will allow me to better manage *Onward's* three fuel tanks.

Another key item to monitor is the fuel system vacuum pressure level. There is currently a mechanical vacuum gauge in *Onward's* fuel system that I use principally to monitor fuel filter status. I plan to replace this with a digital gauge (Across Ocean Systems) with NEMA 2000 output to again allow this to be monitored from the Axiom MFD.

Then, there is the 4JH80 itself where the ECU makes a wide variety of engine performance data available. I am installing the Yanmar interface to output all engine data on the NEMA 2000/SeaTalk 2 network that can then be displayed on the Axiom MFD.

The next line of defense will be to improve the inter-tank fuel transfer system to better enable remaining

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fuel in a tank to be concentrated in another tank with sufficient capacity. The current fuel transfer pump will no longer self-prime and I will replace it with a self-priming pump.

The next item on the list is to develop a quick reference chart for the most important and most often encountered ECU error codes along with a “Rapid Response” chart for how to deal with each.

Looking back, there is a lot to be said for the rugged simplicity of the old mechanically governed diesel. Life was so simple and we took it for granted.

—Joe Rocchio

Monitoring.

On another note, the world of remote boat systems monitoring has expanded greatly since I wrote about it (*Mainsheet* Summer 2022). There are a large number of new systems available with major players like Garmin now offering networked products. The price points vary widely as do the options for sensors (type and wired vs. wireless) and communication (take care not to choose a unit using the 3G networks that are being shut down). Active remote control of switches is also now available. I am continuing to evaluate options for *Onward* – it is a matter of which unit, not if. There are a number of good reviews available online so get a good handle on your vessel’s needs to enable you to pilot through the sea of options.

—Joe Rocchio

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Catalina 4 Series Association

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C4 Series
Association
Technical Editor
C400 Hulls
Tom Sokoloski

A number of years ago the Admiral and I upgraded our kitchen, and along with that project we replaced the sink and faucet. We chose a tall curved single lever faucet with a pull-out sprayer. When we bought *Juniper*, we noticed right away that we missed that



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same faucet arrangement in the galley. Not to worry, says the Captain to the Admiral, we can do that on the boat, too! A search online and we found the perfect one: a Kohler K-597 Single Handle Pullout Spray Kitchen Faucet, in a brushed stainless finish. A few weeks later it arrived at our doorstep. Try as I might, I was not able to loosen the nut that held the old faucet in place. There simply wasn't enough room between the sink and the back of the settee to get at it. A quick trip to the local chandlery and I had an 8" plastic inspection port in my hands. Measuring three or four times, I cut a round hole in the back of the settee, missing the sink with the saber saw blade. Fastening the frame with six small machine screws and nuts, and I now had full access to the back of the sink and faucet. With the settee cushion in place, you can't see the inspection port. Success! Since the new faucet contained a sprayer, we had no need for the original sprayer outboard of the faucet. I re-purposed that hole for a hand soap dispenser, with the same stainless finish as the faucet. Happy Admiral.

One of the items that we inherited from the previous owner was a broken handle small on one of the overhead forward hatches. We were told that an errant jib sheet had pried the hatch open and broken off the handle. Clumps of glue on the handle were evidence of failed attempts to repair it. Research told me that the handles were applied at the hatch factory, using a special process, which cannot be duplicated in the field. More research told me that I could drill through the center of the handle and bolt it in place, so that's exactly what I did. I used a #10 oval head machine screw and finishing washer on top, with a hex nut and acorn nut on the bottom. A small dab of LifeSeal under the finishing washer, and a bit of superglue between the lens and handle, and it's held up, without leaks, for over 10 years. Happy Captain.

—Tom Sokoloski, *Juniper*, #307, Noank, CT



Hatch Thru-Bolt



Notes from Catalina Yachts:

Faucet: While there is rarely anything more important than making "the Admiral happy" (and in the shortest time possible), if your arm (or your techs) arm is not too big, and they have or can buy or borrow a pair of long 90 degree needle nose pliers (approx. one foot) the nut under the counter top can be removed with such as that was what was used to install it. Many might look at a cut hole as an improvement, but others since the faucet often will go 20 to 25 years without replacing, might want to know if there was another way since we do see where many are also adverse to creating a new hole or access point, even if it is hidden behind a cushion.

Hatch: Late model Lewmar hatch handles are indeed glued on and are a completed assembly when received at Catalina. We have heard that if a handle comes off, it is not an easy fix to glue back on, but usually Lewmar can help with that. The through bolting of a handle through the plexiglass hatch lid can indeed work if done properly. Many actually prefer that since that is how all the Lewmar hatches were made in the 80's and 90's with a black rubber O-Ring around the bolt between the lens and the hinge or handle. The only perhaps "down" side we have noticed with the old style assembly was that folks would have sometimes have leaks they were sure was from tired sealant between the alum base frame to the deck, or from the gasket between the base and the lid, (which it rarely is except in case of being tweaked or damaged) but the bolt simple over time and usage loosens enough to allow some drips through, but it looks and works fine and doesn't even feel "loose". The fix is simple on those, a half or more turn on the nut and the leak will stop for another 5-10 years or more depending on use.

Catalina 380/387/390 International Association

Rigging Preventers on a C387



C380/390
Association
Technical Editor
Jim Turner



C385
Association
Technical Editor
Chuck Couture

Thanks to Ed Reimbold for submitting this article. —**Jim Turner**

I installed this system on my Catalina 30 a number of years ago and it worked quite well, more importantly it was used because it was made easy to set up.

Now that I have upgraded to a Catalina 387 I decided to do the same.

I picked all components to have a working load of 4000 pounds or greater.

Installation started by loosening the aft shrouds, during this process I counted 4 complete turns so I would know exactly how to tighten the turnbuckle to keep the same tension on the shrouds. I then removed the clevis pin and replacing it with the 5/8" D shackle and added a safety wire. I was surprised that the shackle fit perfectly over the turnbuckle and the pin was exactly the same diameter as the clevis

pin that was removed. After the D shackles were installed I added the Hi load blocks 50-13 US HL with an SPR-3 spring over the block's shackle to stabilize it so it doesn't flop around.

And the additional rope clutch was added to the starboard side by drilling and tapping into the cabin top for two oval head 1/4 - 20 SS screws. Catalina molded in a 1/4" aluminum plate that the rope clutches are attached to.



D Shackle and Block Install



Port side Rope Clutches

Material List:

- 3pc. 5/8" Stainless Steel Screw Pin D Shackle 4500#
Product ID: 51601235
- 2pc. 3/4 L Stainless Steel Eye Swivel Snap Shackle 4400#
Product ID: 51602510
- 2 pc. Gauhauer High Load Blocks 4000#
Product ID: 50-13 USHL
- 2 Gauhauer SPR-3 springs
- 1 Rope Clutch
- 1/4 - 20 oval head SS screws
- Sealant
- 80' of 3/8" double braid line 5100#



Starboard side Rope Clutches



Boom End Shackles

On the port side I was able to free up the jib halyard rope clutch because there was a rope clutch for the jib halyard on the mast.

A D shackle was installed at the aft end of the boom in order to create an attachment point for the Swivel shackles that I attached to the Preventer control lines with an eye splice.

On the starboard side the preventer control line was run from the end of the boom to the chain plate block and up to the bottom outside organizer sheave and then through the second rope clutch.

On the port side the preventer control line was run from the end of the boom to the chain plate block and up to the bottom outside organizer sheave and then through the first rope clutch.

When not in use the control lines are pulled in so that the swivel shackle stops at the block and the rope clutch holds it in storage position.

Before pulling out of the dock I release the rope clutches and attach each control line to the end of the boom. It takes less than a minute.

When out on the water I leave the Preventor Clutches open until I want to hold the mainsail in the desired position. I keep the rope clutches open so the preventer lines are loose in order to prevent chafing on the dodger bow and when I engage the preventer the boom is over enough that the line doesn't touch the dodger.

So far I don't see any chaff but if I do I will sew a strip of leather on the fabric. —**Edward J. Reibold**, *Sea Witch C387 #126*, Lake Lanier, Georgia, chromeed@aol.com



Red Preventor Control Lines

Note from Gerry Douglas:

The following modifications to this installation should be considered; (1) Install a U bolt type fitting on the weather deck out board for attachment of the Deck blocks this will eliminate the eccentric load on the toggle at the shroud base and move the blocks away from the port light if the blocks flog during a tack. (2) The boom attachment does not need to be at the outboard end of the boom, I recommend installing 2 additional Selden boom bales located so that the preventer lines do not contact the dodger. Castings do not do well when subject to eccentric shock loading which can happen in a jibe.

Note from Catalina Yachts:

Ed referenced the plates under the sheet stoppers as 1/4" whereas they are 3/8" from the factory.

Catalina 36/375 International Association

Standing Rigging Replacement C36 MKII



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer

Thanks to Paul Keyser for submitting this article. —**Leslie Troyer**

Standing rigging is a critical element to sailboat safety and an area that most of us tend to ignore or hope for the best.

From experience, we had a head stay on a 11-year-old Cape Dory fail.

Tools Needed

- Electrician’s snake; 60’ for headstay removal and replacement.
- Phillips Head screwdriver for removal of roller furling components
- Allen Hex Wrenches (English) for removal of roller furling components
- Adjustable wrenches for torquing compression fittings on new turnbuckles and eye fittings.
- Anti-seize compound for roller furler reassembly
- Electrical tape for marking turnbuckles and cable cut points
- Jewelers’ screwdriver for organizing wire strands
- Pliers for unlaying cut cable
- Vice
- Loctite #243
- Dremel Tool with cut-off disc
- Fine tooth hacksaw
- Patience

The previous week, we were having a blast sailing off Cape Cod in heavy air and large waves. Unbeknownst to us at the time, the turnbuckle swage had all but failed. We secured the boat on the mooring and returned the following week only to see the mast laying in the cockpit and boom separated by a broken gooseneck. The forestay failed about a quarter of an inch inside the swage. As it turns out, this is not an uncommon place for rigging to fail.

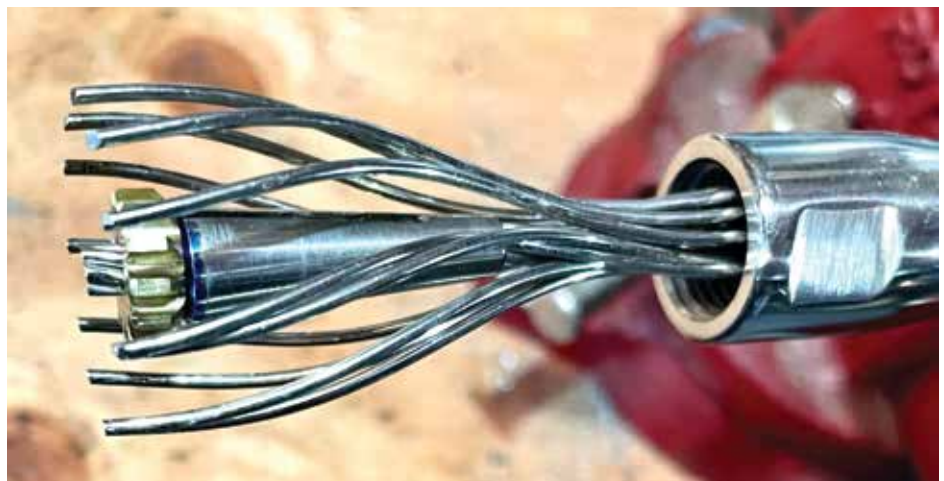
Later, in our nine-year-old C-30, inspection of an upper shroud after the mast was pulled for storage exposed a broken outer wire strand near the spreader. Nothing catastrophic, but a clear indication that at minimal, the upper shroud needed replacement.

Our current C36 MKII, is 17 years old. The Charleston Spar mast has never been pulled until this fall. Although there were no visual clues indicating rigging issues with the mast stepped, we decided to take advantage of the mast removal and replace the

standing rigging for peace of mind. When the stay tension was eliminated, one of the upper shrouds assumed a crooked lay, likely indicating internal wire strand breakage.

A local Marina gave us an exorbitant re-rig estimate (\$12K), and I have found few available riggers in the coastal NH area, so I decided to re-rig myself.

We utilized Catalina Direct (CD). Their crew was helpful in sorting through the C36 rigging variations. Delivery took about 3 weeks. The CD replacement rigging involves swaged upper fittings and Hayn Marine Hi Mod compression fitting turnbuckles on the lower ends. Compression fitted eyes are used at the top of the headstay and bottom of the backstay to attach to the bridle plate. These compression fittings are manufactured By Hayn Industries in Rocky Hill, CT and are available through numerous distributors including CD. After watching the installation video, and



Hi Mod assembly. Secure the cable in a vice. Prior to unlaying the outer strands, slide the upper turnbuckle section over the cable. Lightly grip the outer cable strands with pliers and twist to unlay. Insert the cone over the cable core and place the crown ring on top of the cone. Inner and outer strands extend slightly beyond the crown ring. This extension length is established by using a depth indicator integral to turnbuckle screw end.



Cable strands are twisted back in the direction of cable lay and positioned uniformly by the crown ring teeth. Some strands will need to be moved into place with a small screwdriver, as not all will fall into place. The upper turnbuckle fitting is then drawn over the cable, cone and crown ring, and receives the turnbuckle screw. Hand tighten the finished assembly and then unscrew to verify all strands are correctly positioned. Apply Loctite to threads when reassembled for torquing.

performing some practice assemblies, they are fairly easy to assemble. I will defer most assembly details to the Hayn instructions. I do suggest practicing with a spare length of cable to gain confidence and technique.

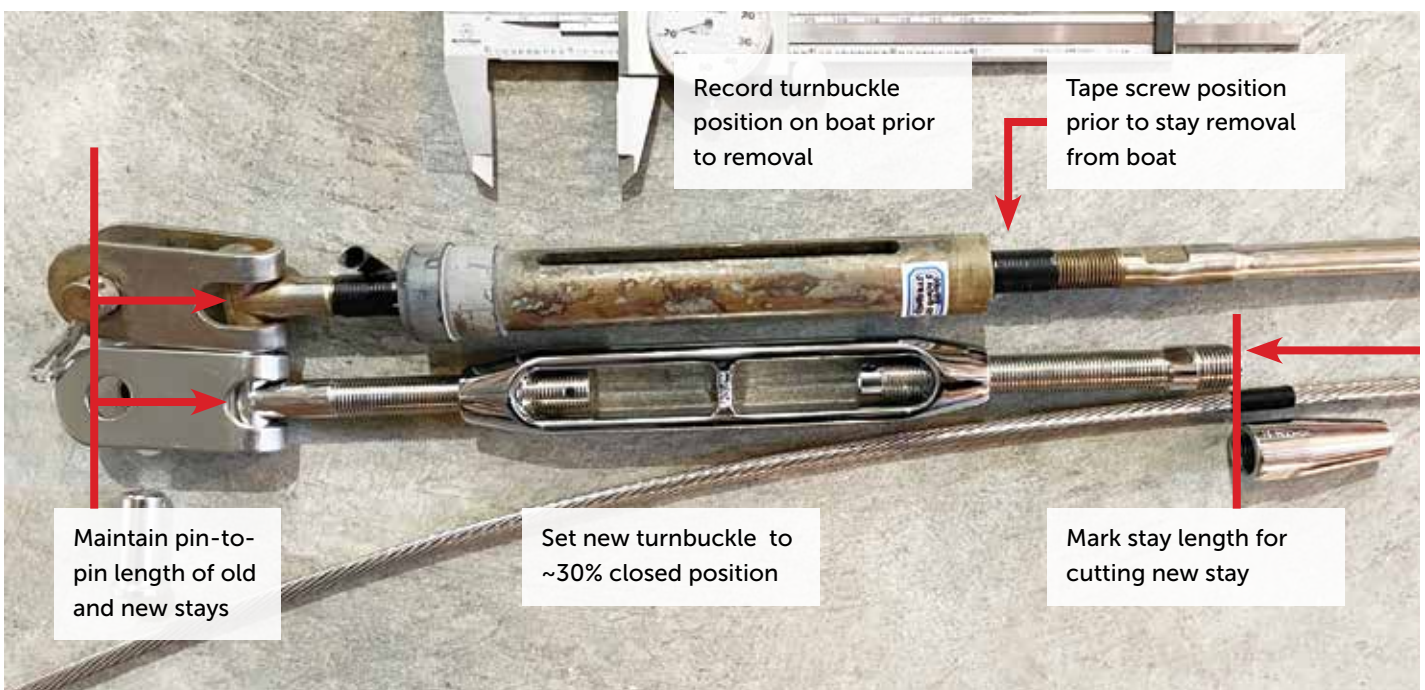
Norseman, Sta-Loc and other manufactures provide similar compression fittings, but the Hi Mod fittings lend themselves to disassembly/inspection if desired. Utilize a new cone, if the fitting is opened for inspection and cone distortion is evident. They also recommend against utilizing a sealant because that can enhance corrosion by reducing exposure to oxygen. Stainless steel needs exposure to oxygen to maintain its protective surface layer. Trapped salt laden moisture consumes available

oxygen, and the Chlorine from salt (NaCl_2) will attack stainless steel. Note that sealant is generally not recommended for swaged fittings either.

Loctite 243 is suggested for thread locking. Other Loctite formulas require the use of primers or do not lend themselves as easily to disassembly.

CD provides stays/shrouds that need to be cut to length. Tape/mark the existing turnbuckle screws in the tuned rig prior to mast removal. Lay the old and new stays side by side. The new rigging clevis pin-to-clevis pin length (or pin-to-stem ball length) needs to be identical to the old rigging. Close the new turnbuckle to about 30% and note where the stay needs be cut for the compression fitting to achieve the

correct length for the new stay. Tape the screws on the new turnbuckles. The top screw will need to be removed to after the stay length has been determined in order to more easily accommodate wire assembly. Measure the stay length carefully and mark the length with electrical tape. Take note of the position of each turnbuckle/stay on the boat, as there may be some length variations. The wire will cut better if additional electrical tape is tightly wrapped a small distance from the cut point; this will prevent individual wire strands from catching against the saw blade or Dremel cut-off disc. Be sure the cut is perpendicular, not slanted to the cable axis. Support the cable in a vice. Utilize cloth or some other material to prevent the vice jaws from



CATALINA 36/375 INTERNATIONAL ASSOCIATION

(continued from previous page)

scratching or deforming the cable. If you have a stay cutting tool, that also can be used, but ensure it is designed specifically for cutting stays. Generic cable cutters will deform and crush the cable geometry.

Below are some points learned from the project.

Lower Back Stay Bridle

- The new toggle supplied by CD had a slight geometry difference and restricted movement of the Hi Mod eye fitting. The geometry of the old toggle included a slightly longer slot. This allowed the Hi Mod eye fitting a full range of rotational motion, so I reused the old toggle. Another option would have been to slightly grind/elongate the slot in the new toggle.
- The existing bridle plate was reused. This plate connects the single upper backstay from the mast head to the two lower stays coming up from the from the transom. The plate is robust, and I reused it as well as the original toggle.
- CD provided new Toggles and Clevis Pin for most, but not all rig areas.



- You will need to purchase an assortment of new cotter pins.
- Upper Backstay**
- The original masthead toggle incorporated a permanently affixed clevis pin that could not be separated (press fitted). A new toggle and pin were used.
 - The original stem ball eye fitting was re-used to attach the stay/toggle to the masthead. The same was true for the headstay.
 - All re-used fittings were closely examined for cracks and corrosion. CD did not supply new stem ball fittings for the backstay or headstay but did for the upper and lower shrouds.

Lower Shrouds

- Reuse the original stem ball spherical washers with the new stem ball fittings. There are two washers per stem ball. Be sure to slide these



- onto the new shrouds prior to assembling the Hi Mod turnbuckles.
- Note that the new turnbuckle top screws will pass through the stem ball sockets on the mast. This means you can make up the new shrouds off-site. Be sure to mark/tape the new turnbuckle screws prior to separating the upper screw to allow its threading through the stem ball socket hole.
- The spreaders attach to these aluminum castings which are welded to the mast. These same castings contain the shroud sockets.
- All shrouds/stays can be made off-site with the exception of the final assembly of the headstay.

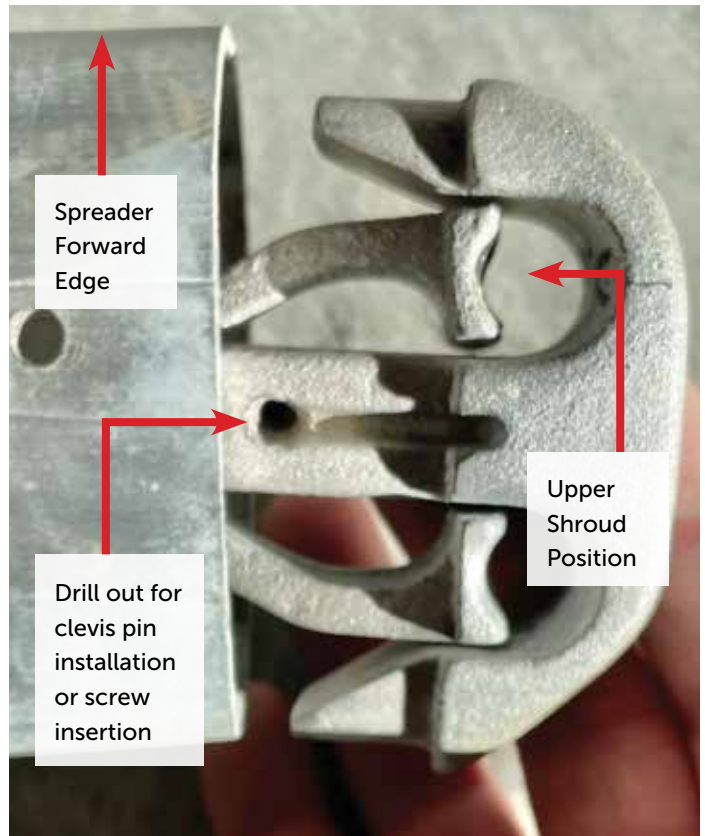
Spreaders

- The outboard spreader end cap contains a two-piece aluminum casting. The spreader captures the upper shrouds at this point.



There are two positions for a shroud. (I presume the second position accommodates an additional shroud for a second spreader on a taller mast). With our single spreader mast, the forward position was utilized.

- The stainless shroud created corrosion in the aluminum where it passed through the casting. I will tape the shroud in this area when the mast is re-rigged.
- The spreader contains a hole that aligns with a hole molded into the casting. This hole does not extend all the way through the casting. (The photo does not effectively show the holes in alignment). Per CD, they supply a screw and a thread tap when they sell the endcap casting. The screw secures the casting to the spreader.
- Our boat had no screw in place or threads in the casting hole. The tape applied to the spreader boot had dried out so pressure from the shroud was all that was holding the casting in place. Had, I removed the turnbuckle to work on the chainplate, the upper shroud could have separated from the spreader and allowed the casting to fall out.
- Rather than utilizing a screw, I drilled the casting to create a thru-hole. I could not locate a suitable clevis pin (5mm x 40mm), so purchased a stainless bolt and drilled a small hole at its end to accommodate a cotter ring.



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(continued from previous page)

Upper Shrouds

- The swaged upper stem ball fittings on the new shrouds were larger than the original. This eliminated the need to reuse the single spherical washer original to the rig.



- Be sure to slide the pear shaped stainless steel stem ball socket onto the the shroud *prior* to the assembly of the new turnbuckle. This socket is reused. There are no screws that attach the socket to the mast; it is held in place by a flange and tension from the shroud.

Headstay

- Our boat was supplied with a Schaefer 2100 jib furler. Disassembly of the roller furling drum and torque tube are required to replace the headstay. Schaefer has an excellent tutorial video on their web site that shows how to disassemble the unit and adjust the turnbuckle (.https://www.youtube.com/watch?v=oTHzlkUvIfw). I experienced no issues with removal of any Allen Head or Phillips Head screws thanks to the factory's use of anti seize.
- Below the turnbuckle, there were two toggles with a plate between them. The plate's center hole accommodated a clevis pin that passed through the bearing assembly housing. This needed to be removed.
- Be sure to tape the turnbuckle screws to mark their position on the original head stay.
- Support the furling foil adequately so it has minimal sag.
- The masthead stem ball fitting and toggle will be reused.
- A Hi Mod eye fitting on the new



Bearing Assembly
Clevis Pin at
bottom of furler

- shroud will replace the swagged eye fitting on the old rigging. This, and the upper back stay (at the bridle plate) are the only locations where the Hi Mod fittings will not be conveniently available for inspection with the mast up.
- Cut the existing headstay close to the swaged fitting at the mast head. This will leave some cable length for the next step.
- Purchase a 60-foot electrician's snake (Home Depot or other supplier)



- Cut the snake end so it's straight.
- Unravel 2-3 inches of outer strands on the cut headstay. This will expose the cable core. Remove the core with a Dremel.
- Twist the outer strands back into position and insert the snake to replace the void left by the core removal.
- Tightly tape the snake and stay together. Use additional tape to smooth the transition between snake and cable. This will minimize hang up inside the foil joints.
- Pull the headstay through the furler foil. It may help to have someone push the snake.
- Mark the new headstay length, but do not cut it yet. Use the extra length to attach the snake.
- Use the snake to gently pull the new stay back through the drum, torque tube and foil. In my experience, I was readily able to push the headstay the entire length, but it was nice to have a backup plan with the snake to pull on if needed
- Cut the stay to the proper length at the mast head and assemble the new Hi Mod eye fitting. Remember to apply Loctite to the threads.
- Reassemble the furler.

At this point, I'm pleased with the project outcome I'll provide an update to the C36/375 website in the spring to cover any unexpected glitches that arise while stepping the mast with the new rigging. In the meantime, I'm planning on sealing the open holes in the masthead to reduce rain water into the bilge, and replace all the incandescent lights with LED's. **-Paul Keyser, C36 MK II First Light, Rye Harbor, Rye, NH, paulfkeyser@comcast.net**

Note from Catalina Yachts:

A well done article by Paul on the details involved with replacing the rigging on a 36 MK II. Which will be just what a few with the base knowledge and skills will be looking for and for many more that want to learn more about so that even if they aren't quite ready to take the project on themselves, they can converse with prospective riggers more knowledgably on what is involved and needs to be done. (note: early MK II's in the mid to later 90's would have the Z-Spar mast whereas after 1998 they would have the Charleston Spar built mast so there will be some differences there).



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Catalina 28 International Association

Important Considerations if you are Advised your Engine Needs to be Replaced

C28 Association
Technical Editor
Ken Cox

When advised by your mechanic. That your engine has reached the end of its life there are some tests that should be preformed to make sure you don't have a relatively minor problem and don't need a new engine. Ask your mechanic if these tests have been preformed. Some of these tests are within the capabilities of the amateur mechanic. The engine described in this article is a Universal Diesel, the diagnostics apply to most non electronic engines.

The diagnostic process can vary a bit depending on the issues that your having but here are some guidelines as to what to check in a systematic order. I might skip some checks depending on the issues involved but this should get you to where you need to be. These are not all inclusive but a very comprehensive starting point.

First, start with the basics, load test the battery's. If the battery cannot pre-heat the glow plugs and have enough left to crank it at a good speed, it will not start or be hard to start with all else normal. You can also check for voltage drop at the battery while cranking, do this after cycling the glow plugs they can drain a weak or marginal battery. Wires do not last for ever and the engine manufactures supplied sizes are fine when new, but as they

deteriorate from moisture, salt air, even from being operated in a low voltage state is hard on all components, wire deterioration as well as accelerated wear in the starter. If you have dirty connections or the wires are discolored this adds resistance. The higher the voltage the better you are. You can also get a reduced voltage to the starter solenoid as well. Cranking speed must be over 400 rpm and 500 is better, this can be measured by a mechanical direct read tach or a newer type that uses a reflective tape and sensor much like a thermal temp gun.

Next, go to the glow plugs. Measure the voltage at the wires to the glow plugs with the glow plugs activated, again checking for voltage drop. Next remove the glow plugs, clean the tips, test the resistance between the wire screw and the threaded base, this should be very minimal, < 5ohms roughly. Next, take a jumper wire, with a good battery, place a positive wire to the threaded stud, and a ground wire to the threaded base that screws into the engine, the tip will get very hot glowing read, if it does not replace it.

Next check the fuel supply, take the return hose off of the exit side of the injection pump, put a fuel pressure guage attached here and activate the fuel pump, the pressure should be above 3 lbs., some pumps are a little less. Next take the hose and place it in a jar and activate the pump again, it should provide a good flow of fuel, not a trickle, if a trickle you have an

obstruction, fuel filter, tank screen, something in the supply circuit or the fuel is too old and has lost its cetane component and needs to be replaced. Fuel does have a shelf life.

Next up, turn the fuel pump on and bleed the fuel supply at the spin on fuel filter until all air is gone, if the air bubbles do not stop you may be sucking air some where. Then bleed the screw on the injection pump, again until all air is gone. Now if it still does not start we need to bleed the supply pumps to the injectors, unscrew the pipe fitting about 3 turns, crank the engine until one spits fuel pretty good, then tighten it, crank again and repeat with the second one, it may even start, if so, that's fine the third line will bleed, just tighten it down.

If it is not running at this point, do a compression test. All cylinders should be at close to rated pressure, check your engine manual for rated pressure.

If your engine passes all these tests and it still does not run it is an issue with the injection pump, the injectors or the governor. While I don't have room to do extensive test here are some quick looks at them.

Diesel injection pump, take all three pipes off of the top of the pump, crank the engine, each barrel should produce a fair amount of fuel, most likely what happens is you will have one or two that do nothing or very little, they should all spray about the same, look for differences, if you have issue with one barrel most likely all three have some issue. This is also a good time to check the timing, described in detail in the engine manual. In short you just verify that the #1 port starts to flood over at the timing mark, short story.

The diagnostic process can vary a bit depending on the issues that your having but here are some guidelines as to what to check in a systematic order.

For the injectors you can remove them one at a time, take the supply pipe off and turn the line 180 degrees and reconnect to the injector, place the injector inside a jar crank the engine and examine the pattern, it should be a fine spray well atomized, not a stream or a dribble. NOTE, use safety glasses and gloves as the pressure at the tip of an injector can be almost 1200 psi, it will cut you and inject diesel fuel. Check all three injectors this way, if they do not pattern well you can replace tips and nozzles.

If need be I can walk you through repairs of both injectors and the injection pump but that needs way more room than I have here. The above is just a short guide as to the items that effect your engine. You could be having a no start, a bad idle, a surge, low on power etc., the above tests will catch almost all of these. I have added my direct e-mail address below as well

should you have further questions or need clarity. I have tried to cover as much ground as I could in the space available, this is a topic that books are written on.

In an article several years ago I told you the best three tools you can have in your possession. The boat manual which details every system, nut, bolt and screw on the boat to help find and be able to see each 'system', the second would be the engine repair manual which details how to do almost all replacements and repairs on your engine and then finally the parts manual. With the parts manual you can open to a schematic, drawing, diagram to each system, see all the components of the system and see what there is to test and what it looks like. Once you look at these and then look physically at the boat you will start to see it as intertwined systems and it will seem much less

complicated. If you have good basic mechanical skills and a bit of patience you can repair almost any system on the boat, the most intricate is the diesel injection pump but it can be conquered as well.

Fix it fast, sail it faster **-Ken Cox**, Acadia #317, kenneth_cox@sbcglobal.net

Note from Catalina Yachts:

Another well written article by Ken on engine diagnostics and common problems that are not usually apparent and should be checked before considering the cost of replacing or rebuilding an original or existing engine.

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Catalina 34/355 International Association

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34/355IA Membership rose quite a bit to 493 from last quarter's 458, and includes 32 C355s with a few new boats.

Our New Slip

It has turned out even better than I thought it would when we moved in early September. Because it not only is further from the shoreline and the local small mountain, as well as not being between two neighboring motor yachts, we get a lot more

sun. I'm hoping this can translate into an easier spring cleanup. I also purchased a short 15 foot shore power extension cord to reach from the port connection to the shore power line on our new dock to starboard. This is much easier than trying to wrangle a either a full 50 foot extension cord or even a 25 footer, just to get across the deck. The aft bullrail is built just like a huge standalone cleat, and so makes docking an easier task, too.

Winter Activities Updates

Like last year, I received another new locomotive for my model railroad. Unfortunately, the new one I got last year for my birthday had to be returned for a warranty issue and this new one came with the wrong couplers, so I'm back to where I started a year ago as far as motive power. Looks like it might be awhile

to get these two new ones both going here on the layout, but soon I'll be "complaining" about having too many locomotives and not enough rolling stock. I'll be sure to let you know when that happens.

Also, in the midst of the near end-of-year football antics, the curling season has begun again with today's first of just a handful of women's and men's championships during the season. Like many activities, I found that I'd forgotten a lot of the subtleties and strategies of the game since last year. I guess it's a lot like your first cruise of the season – which by now isn't far off anymore.

Trust you're planning a fun-filled 2023. And, as always, many thanks from all of us to all of you for supporting the C34IA. —**Stu Jackson**, #224, *Aquavite*



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Catalina 320 International Association

Commodore's Report

C320 Commodore
Joe Grande

As I sit down to write this in December, I am very much aware of the weather that has adversely affected much of the country. I hope that you have survived the Winter storms in safety. Now we can look forward to seasonal cruising. During the Winter, I decided to upgrade my galley. A few years ago I replaced my propane stove and oven with an ENO. I made a mistake! The oven lacked thermostatic control and I only used it for pot storage. With my Emeril 360 oven (right), I decided to convert to a 3 burner cooktop and build 3 drawers where the oven had been.

Throughout my 19 years of living aboard, Whisper has had a list to port.



I asked a friend who owned #769 if his 320 listed to port. He responded, "You know Joe, it did until I sold it and removed all of my stowed gear that was on the port side." Being unwilling to lose that storage, I built my cabinetry for the cooktop to adjust for the list. No, it isn't gimbaled, but I don't cook underway. Now I have a great 3 burner Thetford cooktop and a lot more galley storage with cleaner counters.

With Covid mostly behind us, I can plan on a month this Summer cruising north into British Columbian waters, at least to Desolation Sound and maybe even the Broughtons.

Whatever you are planning, I wish you fair winds.

Note: Yes, we failed to hold our annual meeting for the association in 2022, but as Catalina follows through for a rendezvous at Block Island in August, we can hold one there for 2023. I plan to be there, but boatless. Looking for a ride, I remain your Commodore.

For whatever comes your way, stay safe and sail on.

—**Joe Grande**, Commodore 320 IA, S/V *Whisper*, #772



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Catalina 30/309 International Association

On the Joys of Racing Catalinas

By Dave Powell, C309 After Math II, Longboat Key FL

Legend has it that the first sailboat race happened when the second boat splashed. Going faster than another boat is embedded in our sailing DNA. Ever see two sailboats going in the same direction? The gap is closing, then someone pulls on a string and off we go. This article is to promote the kinds of racing suitable to our boats and explain why racing Catalinas is FUN!

When we think about racing, we tend to think about one-design or class racing such as the Olympics. In one-design the boats are pretty much the same, and typically smaller – e.g., Flying Scot, Sunfish, various scows, etc. It would be uncommon to have

enough of a model of Catalina (or similar cruisers) to form a fleet. But there another way to do it. Enter handicap racing.

In handicap, boats are assigned a number reflecting estimated performance characteristics. There are several systems in use. At least for local races, the most common system is Performance Handicap Racing Fleet or PHRF (pronounced perf). Ratings are assigned using various formulae modified by empirical data, and reflecting expected local winds. A difference of one point in rating equates to a one second difference per nautical mile of race. So, when my C-309 with a rating of 233 competes

against a friend's C- 385 with a rating of 181 over a 10nm course I just have to finish behind by no more than 520 seconds (8 minutes 40 seconds) to win. Alternatively, there is a method where the elapsed times are adjusted. Some fleets even have special adjustments for senior citizens.

It is important to note that unlike golf handicaps, PHRF is not intended to equalize competition across different skill levels. Ratings assume the boat is being driven to its maximum potential. Some fleets make adjustments for novices; others may have a separate class for the newbies.

One-design courses are typically windward/leeward or a triangular.



Sarasota Yacht Club Invitational Regatta in November 2022. Courtesy of Sarasota Yacht Club.

Races start at a time. A signal is given 5 minutes before the start, another at 4 minutes, 1 minute and the start. The object is not to be over the line before the gun. With so many boats jockeying for position, the start can be intimidating, if not downright scary.

But handicap is different. We have races offshore, near shore, and inland. Offshore races are typically multi-day-Transpac, Newport/Bermuda and the like. Near shore are often a long day or one or two overnights. Here on the Gulf coast of Florida we have the Bone Island Regatta from Venice to Key West, one overnight if all goes well. The Bradenton Yacht Club hosts the Around Egmont Key Classic- 21 miles around the island, you get to pick the direction.

Races on inland waters run the gamut from highly organized regattas to seemingly informal events often called “Beer Can” races. Some regattas are as well known for their parties as the racing! Courses can use whatever government marks are available and/or inflatable marks that someone brings out. We’ve even seen races using “virtual” marks with GPS. Some have trophies, some just bragging rights. Most have after-race gathering with typical sailor activities.

The start lacks the drama of one-design. Sure, although as a matter of pride some sailors strive for a perfect start, but a few seconds, or even a minute or two really doesn’t matter in a long race.

There are two ways to start a handicap race. In the fleet start all boats start at the same time (just like one-design) and the finish times are adjusted for the handicap. In the reverse handicap or pursuit start, the highest rated boat starts first. The others follow with time lags in accordance with their ratings.

There are endless debates over the pros and cons of the two methods. It is clear that the pursuit start is much better for novices. With individual

start times, crowding and jockeying for position are minimal. There’s nothing to be afraid of. Besides, if you don’t know the course, simply follow someone else.

We do have rules., The Racing Rules of Sailing look complicated, but most are the usual rules of the road. Some special ones relate to mark rounding. While one-design fleets tend to clump up at marks, handicaps typically don’t. But if you’re worried, just steer clear of the other boats until you feel comfortable.

There are significant benefits from racing – including improving boat handling, improving boat speed (remember the last time you tried to beat that unexpected storm back to the dock), and simply spending time on the water. But perhaps the best benefit is getting to spend time with like-minded sailors – before, during and especially after the race.

PHRF fleets abound. There is likely one near you. Yacht clubs, sailing clubs and marinas are places to look. I’ve always found PHRF sailors to be a welcoming, friendly bunch. And usually happy to help a newcomer get up to speed – both literally and figuratively.

Committed racers obtain rating certificates from the regional PHRF administrator. It is neither an arduous nor expensive process. There is a form to be filled out and a fee to be paid. On the Gulf coast of Florida the fee is currently \$50. No rating - no problem, many fleets will estimate a rating to help boats get started.

Does competition create pressure? Only as much as you want. Finish dead last – so what! How many people on shore would happily trade places with you? Besides, you just spent a day on the water in one of our greatest inventions – the sailboat!

Note: A good book covering the basics is Getting Started in Sailboat Racing by Adam Cort and Richard Stearns.

A Sad Day for the Catalina 30 Family



Millard “Max” Munger, Jr., 78, passed away unexpectedly on January 4. The Association fondly remembers Max as having many loves but primarily his deep passion for the C30 and his unselfish and unwavering dedication to its membership. He served as Commodore multiple times, initiated and administered the website and email forums, handled membership and financial aspects, and was the Association’s steadfast guiding beacon. His heart was as huge as his stature and he was easily recognized by sight and his hearty laugh. He will be missed but joyfully remembered forever as “Mr. Catalina 30.” Our collective hearts and prayers are extended to Max’s family.

Due to the timing of his passing, a longer eulogy will be published in the next issue.

Rick Caselli, Commodore
Rod Worrell, Vice Commodore
Richard Gunnell, Secretary
Michael Dupin, Technical Editor

Catalina 22 National Association National Championship Regatta



C22
Association Editor
Rich Fox

The Catalina 22 National Championship Regatta will be on DeGray Lake, Arkansas and hosted by Catalina 22 Fleet 145 and the Iron Mountain Yacht Club. The event will take place the week of May 20 to 25. The Notice of Race and online Entry Form are now available at www.catalina22.org. C22NSA Vice Commodore Ron Nash, along with Chuck Atkinson and George Yerger, are organizing the event with the support of a wonderful team of volunteers.

It's a new sailing season. If you have a Catalina 22 regatta or cruising event

scheduled for this year, please send me your announcement, Notice of Race, or other information so I may help promote the event on the website. My email address is c22mainbrace@yahoo.com.

Some of the already known upcoming events include:

- Midwinters Regatta, February
- Florida State Championship Regatta, February
- Region 3 Championship Regatta, March
- Great Lakes Cruise, July
- Grand Annual Regatta, September

During the past winter months I reviewed all the content on the website to make sure the links work and the content is complete. There is even a new Mainsheet Magazine page on the website to help educate Catalina 22 owners on the benefit of a Mainsheet

subscription as part of their C22NSA membership.

Every year at this time the C22NSA encourages members to submit nominations for the annual Special Awards where the Association recognizes members for their contribution to the Class. The awards include:

- Family Sailing
- Leadership
- Best Fleet Newsletter / Website
- Fleet of the Year
- Best Photograph and Best Video
- Sandy Kennedy "Spirit" Award
- Regional Commodore

The deadline to submit a nomination is March 15 at www.catalina22.org.

Our Catalina – A Lifelong Companion

By Heidi Beutler

I believe that my husband, Harri, is the most devoted Catalina boat owner. We bought our Catalina 22 in 1987, and we are still the proud owners of it today. He chose to name our boat *Kon-Tiki*, based on the true story of Norwegian explorer Thor Heyerdahl, who crossed the Pacific ocean in a balsa wood raft in 1947, to prove that South Americans in pre-Columbian times could have crossed the sea and settled on Polynesian islands.

During the past 35 years, our *Kon-Tiki* has marked every milestone in our lives. We bought our sailboat in Connecticut before we were even married. My husband is Swiss and was very excited about the opportunity

to own and sail a boat in the United States. We both worked in New York City during the week, and it felt like a little vacation to spend our weekends exploring all the coves, and islands in and around Long Island and the Connecticut shoreline. We invited friends and family to join us, and afterward several of them decided to buy a boat too.

It was not until the birth of our first son that I realized my husband's devotion to our Catalina was greater than mine. As soon as I was able to leave the hospital, he insisted that we had to go directly to the boat. I told him it was too soon to take the baby sailing, so we compromised by sitting



on it instead. However, it was not too long before we had a baby sailing harness, and our son was out on the water with us. When our second son arrived, going to the boat from the hospital was a rite of passage. This son seemed to take it to heart, as he is now a boat captain! As our children grew, we spent many happy days sailing,



and rafting up with other friends. The kids searched for snails on Fish Island, swam in Zeigler's Cove, CT, and enjoyed sleeping on the boat in Sandshole, and Northport LI. We served lots of delicious hotdogs to our

friends from the galley of our boat's "kitchen." Every year we would raft up with 4-8 boats to watch the Stamford or Greenwich fireworks, and sail home under the stars. The *Kon-Tiki* was always one of the first boats in the



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CATALINA 22 NATIONAL ASSOCIATION

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water in the Spring and one of the last to come out in the Fall. We saw some of the most beautiful sunsets sailing back after a fun filled day on the water.

Our Catalina was with us as we experienced some of our happiest moments, and sad moments too. We will never forget sailing out of the boat channel in Stamford into the Long Island Sound and seeing the plumes of smoke from the twin towers after 9/11. Years later, we would sail out again to witness the flyover by the Blue Angels in honor of the healthcare workers during the darkest days of Covid 19. Our boat became our refuge during the pandemic. We could go out and enjoy nature’s beauty and feel entirely safe. I will be forever grateful for that.

However, as much as I love our boat, my husband once again showed a greater devotion to it as we began to plan our retirement. We were moving to Southport, NC, and I merely suggested that it may be time to possibly think about another boat? Harri had other plans. He sailed the *Kon-Tiki* down to our new marina. It took him 18 days, and he was on his



own for 13 of them. During the trip he hit a big storm that took out the rudder, shredded one sail, and forced him to call the coast guard. He was towed to the marina in Coinjock to wait out the storm with several other boaters for 5 days. He made a few new friends there and left determined to complete the voyage with only the engine for steering and one sail. He said he kissed the dock when he arrived in Southport. We are happily settled at our new marina, repairs are complete, and new sailing adventures await us. We have joined a local yacht club...and oh the stories he has to tell now!



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