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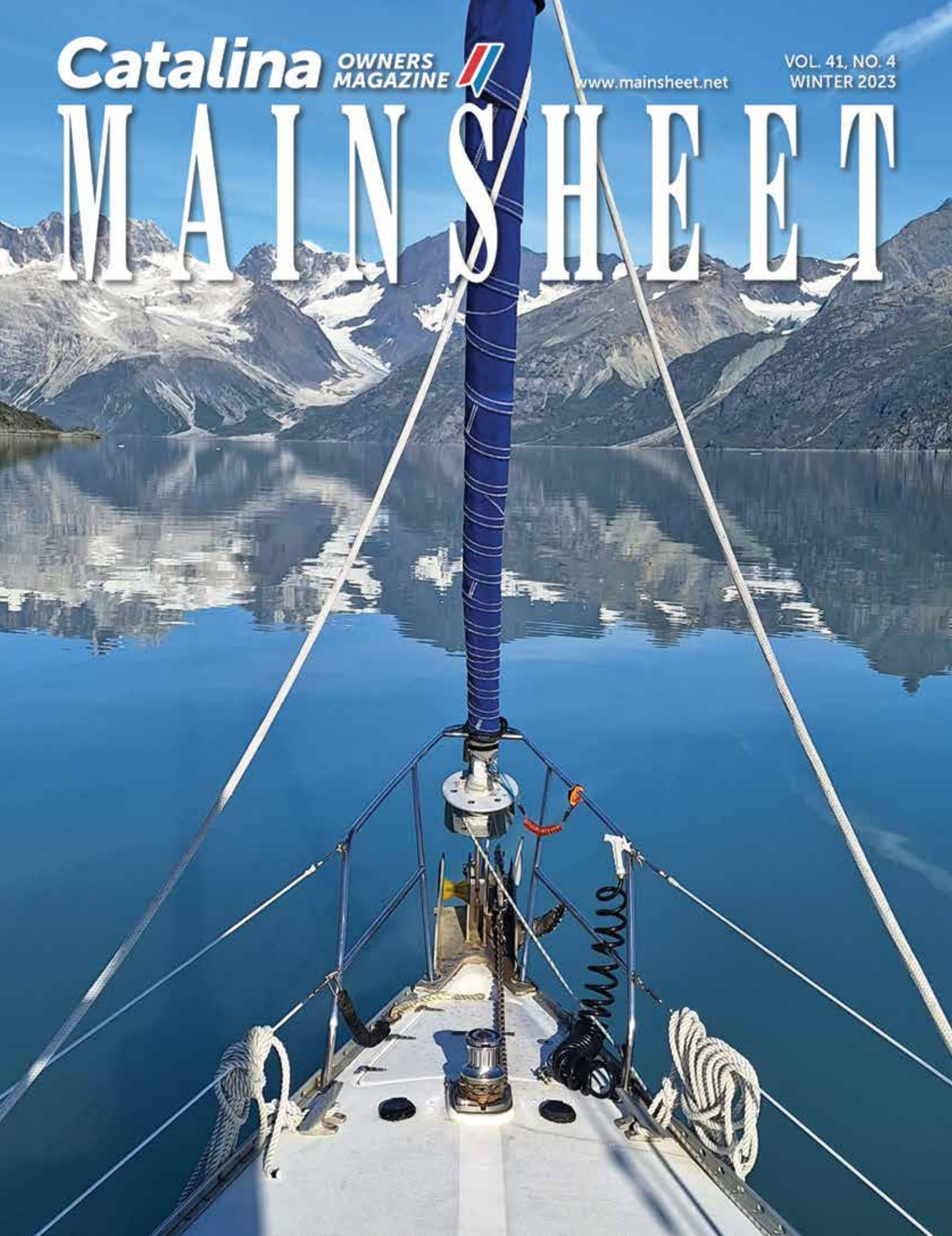

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Volume 41 • Number 4

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EDITORS BARQUE

The List is Made

The boat cover has been buttoned down as winter is near. The sails are carefully rolled and put away. I have made my list for Saint Nick and I hope he thinks I have been Nice. A new set of sails is on the list. Happy Holidays to all and remember, Spring sailing is just around the corner.

–Jim Holder, Publisher

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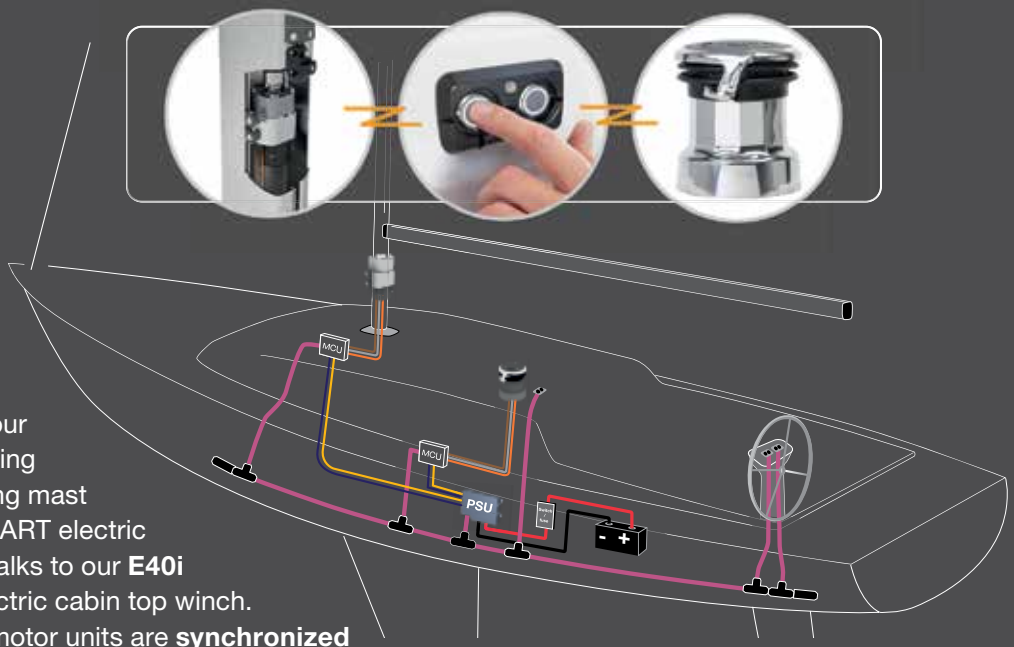

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Fair Winds:
Vellamo's Travels - Part 2

By Traci Ayris • C470 #87

Wild West Coast

When a magic weather window opened up off the West Coast, we decided to join the Sintara crew for a trip around to Port Davey/Bathurst Harbour. Along the way we visited Maatsuyker Island, the southern-most island on the Australian continental shelf. It's rare to see mirror-flat conditions along the west coast and we were thrilled to get the opportunity to see it with our own eyes. The Sintara crew stayed to fish and swim with the sea lions, but we motored back to a quiet coastal harbour, ready to dash the following day up to Port Davey.

The Port Davey marine reserve, located in the heart of Tasmania's wilderness World Heritage area, is inaccessible by road. The only way to see it is to hike, fly or enter from the sea. Cellular coverage is zero and boats have been known to be "stuck" for weeks waiting for a suitable weather window to safely exit the bay and continue their journey south or north.

Vellamo at Kelly Basin/Macquarie Harbour

The west coast of Tasmania is compelling in its stark, austere beauty. Often grey, foggy and not always a photographer's dream, it's formidable, yet captivating nonetheless. My thoughts turned to the sealers and whalers who plied their trades here long ago. There are very few places to run to here when the infamous weather takes a turn for the worse.

We spent a week in this area, climbing mountains, hiking to beaches, exploring creeks by dinghy and soaking up the sunshine. Friends who visited the area five weeks later were greeted by rain, hail and temperatures around 10°C so we certainly struck it lucky.

And that luck continued as we continued up the west coast to Macquarie Harbour to find ideal conditions to take on Hells Gates, one of the most dangerous harbour entrances in Australia. Two convict-built rock walls form a channel that's just deep enough for our 2.4m keel. When the river systems flood the bay, the current and conditions can be horrendous, but that day we were certainly lucky.

Macquarie Harbour

The Gordon and King River systems converge into Macquarie Harbour. The second largest natural harbour in Australia with an expanse of 322 square km (122 square miles)

it borders the pristine UNESCO Tasmanian Wilderness World Heritage area.

We stopped to reprovision at the quaint little town of Strahan, home of woodworkers, tourist boats and (controversial) fish farms and farmers. It has a rich history dating back to the early days of Tasmanian settlement. Talking to the locals, we were introduced to Trevor Norton, a tourism operator with a fascination for navigation and navigators. So much so that he's personally sounded out much of the harbour and river systems and to produce his own charts. For the princely sum of $25 AUD we got the charts and access to some private moorings. After filling Vellamo's tanks and galley cupboards in Strahan, we were ready to explore.

Company Towns and Convict Settlements

West Pillinger, once a thriving town, is slowly disappearing. Serviced by a railway line that was decommissioned in the 1920's, the resulting transport corridor now offers one of Tassie's 60 great walks. Passing old kilns, boilers, and tumbledown brick ruins, we were struck by nature's capacity to reclaim her territory. Tall trees jostled for sunshine and as the Bird River rushed through log-obstructed cataracts along the trail. We also caught glimpses of trout swimming in whiskey-coloured water as we hiked the 7.5km trail.

Next we visited Sarah Island, Tasmania's oldest convict settlement with a reputation as one of the harshest penal establishments in the history of Australia. A bleak place reserved for the very worst British felons. With flogging an everyday occurrence, it's a small wonder that more than 180 escape attempts were made. It was also, for a time, the largest shipbuilding yard in the colonies. Good paths and interpretative signage offer glimpses of the convict era as you wander through remains of the shipyards, bakery, accommodation, and penitentiary. With the island completely denied denuded of flora and fauna when the convict settlement was built, it was incredible to think that every tree fern and bush we could see on the lush island was no more than 100 years old.

Bird River Bridge

Terrific Timber

The Huon Pine is a king among trees which features greatly in the history of this region. A unique tree, it grows only in Southwest Tasmania and provides one of the finest shipbuilding timbers found on the planet. An extraordinarily high oil content makes it waterproof, impervious to borers and screw worms and allows it to be bent, sculpted, and fashioned without splitting. The problem with felling Huon Pines however is that they don't start to reproduce until they reach 600-800 years of age, grow just 1mm each year and will live for thousands of years. Highly sought-after by shipbuilders, these ancient trees were felled without thought until the 1970's, when the need to protect them was finally recognised. The Gordon River Valley is home to many Huon Pines, and we were hoping to see some for ourselves.

A Voyage Up the Gordon

One of the most significant environmental campaigns in Australian history revolves around the Franklin-Gordon River system. A proposed dam was never constructed after thousands of protesters, concerned about the impact on existing Huon Pines and the destruction of one of the world's last great wilderness areas, rallied back in the 1980's. Conscious of this significant event, one etched into the

Traci and Matt at junction of Franklin and Gordon Tivers

FAIR WINDS

(continued from previous page)

Vellamo on Gordon River

psyche of all Australians of that era, we glided up the mirror-flat waterway to see this renowned world heritage area for ourselves. Heavily forested to the river edge, we had 3-4m below us for most of the journey. We passed Butler's Island, where protestors once barricaded the river, and then tied our lines to Warner's Landing wharf, built to receive construction equipment for the dam but long since abandoned.

Sir John Falls was a short dinghy ride across the river and, with depth becoming a problem, we also dinghied upstream to visit the junction of the Franklin River. Joined by our Sintara mates, we went in search of glow-worms and kayaked into fern-lined waterfall grottos. We were also fortunate enough to obtain some co-ordinates from kayakers that saw us hiking off in search of the famous "Lea Tree", a 2000+ year old Huon Pine that was chain sawed, drilled, and set on fire at the height of the protest by hydro workers, when a High Court decision finally halted construction of the dam. It wasn't easy to find the Lea Tree, but we did it, and gave it a big hug, as you do. Google the Franklin-Gordon story, it's inspiring.

Festival Time!

Leaving behind the obsidian-glass waters of the Gordon, we expressed down the west coast back to Hobart, visiting the quaint villages of Cygnet and Kettering along the way, to catch up with mates at the Wooden Boat Festival. Held every two years, more than 500 wooden boats and their crews, converge on Hobart for the largest celebration of wooden boats and maritime culture in the Southern Hemisphere. The four-day event is both nostalgic and inspiring. After witnessing an unforgettable opening Parade of Sail, we wandered the docks inspecting boats of all shapes, sizes and purpose and marvelled at traditional skills on display in the shipwrights' village. We were happy to sing sea shanties, drink rum and generally throw ourselves into the whole festival experience. Whether you love wooden boats (or any boats really), this is one festival worth travelling around the world to see.

Time To Find The Sun

We spent a few more weeks exploring the sheltered waters of south-eastern Tasmania, even working the tides to transit the daunting Denison Canal with our fin keel C470. Eaglehawk Neck, the Tesselated Pavement, Schouten Island and Coles Bay, with its stunning backdrop of mountains, were all highlights. With autumn just around the corner, the nip in the air was becoming obvious. It was time to head back to mainland Australia and continue our journey north along the New South Wales coastline to reach the tropical waters of Queensland's Great Barrier Reef by winter. As we sailed down the wide Derwent River on a calm and beautiful February day, we reflected on the fantastic cruising we'd enjoyed and all the places we didn't manage to get to this time around. We now have a pinky-promise pact in place to return with Vellamo in summer 2025.

Wooden boat festival parade of sail

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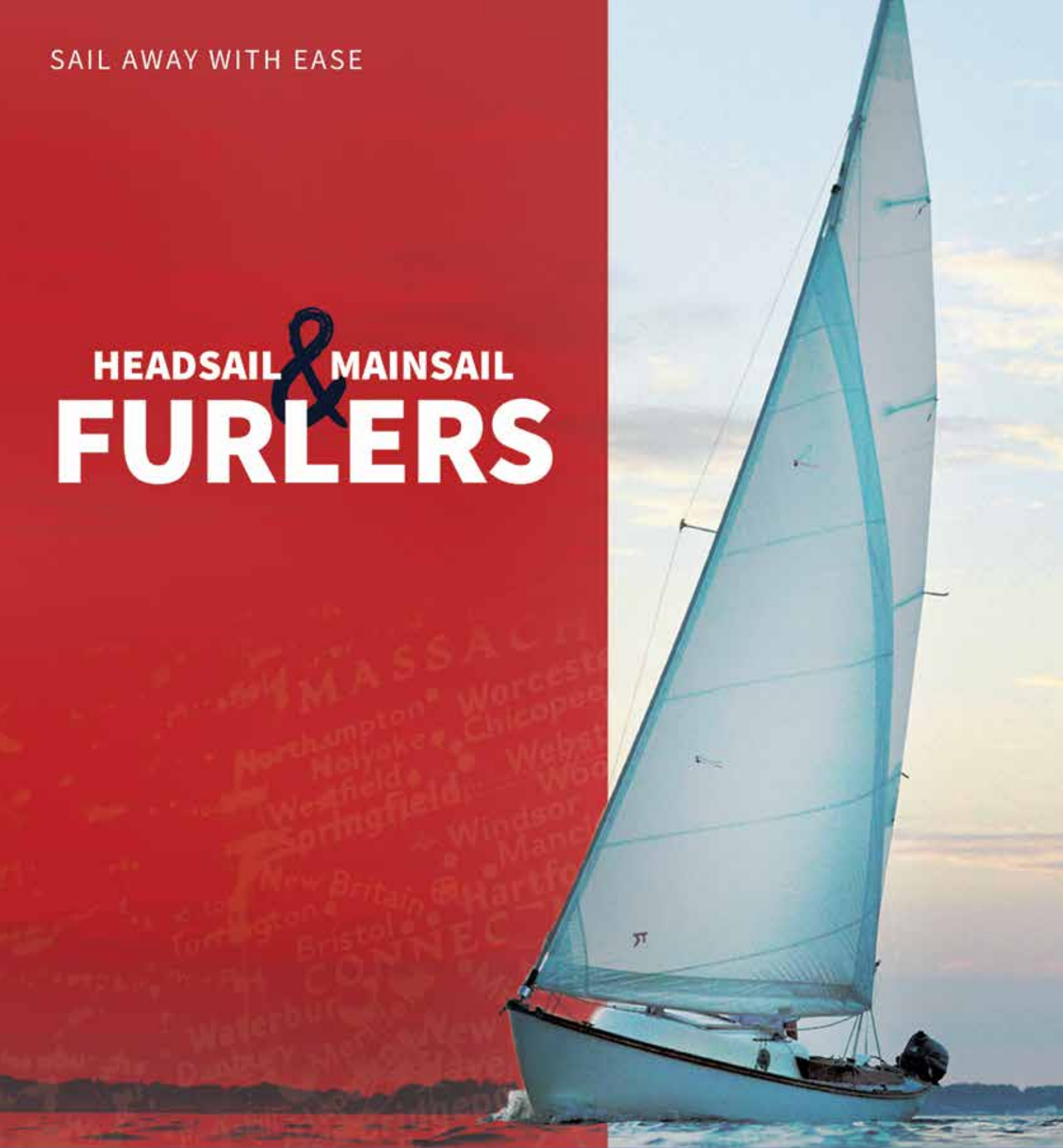

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View from the Bridge:

Cruising Stumpy-Style

Cruise to Lake Champlaign on *Stumpy*, alias *Juniper*

By Sue Sokoloski • Mainsheet C4Series

Captain Tom and I have been plying the waters of southern New England together since we met 44 years ago. In more recent years, yearning to visit some new ports, we've done extended cruises – to downeast Maine and the Chesapeake – that were interesting and exciting. Good friends of ours recently completed the Great Loop on their trawler, and though we knew that was not for us, we thought it might be fun to do a shorter river-lake cruise on our Catalina 400 Juniper. Over the winter months, when we dream of being back on the water, we planned a trip to Lake Champlain, via the Hudson River and Champlain Canal. We could only be away for about a month, which we figured would break down as one week each for getting to and from, and two weeks to enjoy exploring the lake.

But, what to do with the mast? There are some low, fixed bridges along the route, so we would have to take the mast down. We decided it would not be worth the expense and hassle of hauling the actual mast along and re-stepping it for only two weeks of use in the lake. We still wanted to have a place for our radar, VHF antenna and anchor light. No problem … Tom headed to his workshop and built a 'mini-mast' for this purpose. We would be a power boat – with a mini-mast – for the duration of this cruise.

In winter we haul our boat to our hometown of Portland CT, to make it easier to check and work on during the winter and spring. This year, it was challenging to even get down the Connecticut River, due to the broken swing bridge in Chester/East Haddam. We finally found a window to launch and get to our summer boatyard in Noank/Mystic. Soon after, the mast was un-stepped, for the first time since we've owned Juniper. She sure looked funny with the mini-mast in place of her mast; just not the same boat. We decided her new name for the duration of this cruise would be Stumpy.

We didn't realize how much stability was provided by that 800 lb. mast. Our first day out, in mid-June, was rough in Long Island Sound and we bobbed around like a cork. Rather than making it to Milford as planned, we bailed early and went into North Cove in Old Saybrook to lick our wounds. We actually considered forgetting the entire trip, but the next day was calm and lovely. We knew it wouldn't get so rough anywhere else along our journey, so onward we went. The next several days were nice, and it was especially exciting going through the New York City waterways. There's so much going on in the city: jets from LaGuardia, highways, busy parks,

Admiral Sue & Stumpy

NYC View from East River

even extensive and creative homeless encampments – so different from the eastern end of Long Island Sound. We timed things well to get through Hell Gate with a favorable tide. It was my first time going up the Harlem River, and then we were in the Hudson.

There were some sights we wanted to see, but we were eager to get up to Lake Champlain as quickly as possible. We wanted time to explore the northern areas before meeting up with our daughter and family mid-way through our trip at the southern end of the lake. It was enjoyable to see all of these sights, along with remains of old industrial buildings, railways, the rocky Palisades on the west, the Mario Cuomo (formerly Tappan Zee) bridge, and occasional impressive mansions as we headed north.

We soon started meeting up with "loopers," those intrepid boaters heading north as part of their Great Loop. Pretty much all of them were in trawlers, with inboard helms from which they could steer in cool, bug-free comfort. This should have been a clue to us that Stumpy may have had

other limitations for this trip beyond being a sailboat without a mast. In our usual ocean cruising territory, we aren't bothered much by either bugs or heat. The water nearly always cools off enough to be comfortable sleeping at night. And other than an occasional, random housefly invasion, there aren't usually many bugs in our anchorages

The upper Hudson and Lake Champlain were a different story. Each anchorage had a different variety of flying insect, that always numbered in the thousands. Some were clearly mosquitos, as evidenced by the number of bites I woke up with a few mornings. Others were referred to by locals as mayflies, black flies or gnats. Fortunately, we have screens aboard, which mostly kept them out of the cabin. However, the cockpit area, including the undersurface of the dodger and bimini, would often be covered in the morning with more of these various flies than we could shake a stick – or swatter – at.

Another new experience for us was locks. North of Albany we went through the Troy lock. Though Tom had helped our friend bring his boat through the entire Erie Canal the year prior, he'd never been at the helm of our boat in a lock. For me, the entire experience was new. Though Tom tried his best to fully prepare me, there were sometimes last minute plan changes (oops, missed that pipe, let's do ropes instead!) that left me fumbling. There were also occasional obstacles in the locks, such as flotsam or even a mother duck with her nine ducklings. The strangest was a middle-aged man on a stand-up paddleboard loaded with gear. The lockmaster told us he planned to paddle the entire length of the Hudson River. And we thought we were adventurous!

Captain Tom in Troy Lock

Most locks shut down at 1700 hours, and warn you that you must be there, ready to go at least 20 minutes before this time to get through the lock. At many locks there is a cement wall that you can tie up to and stay if needed. Some of them are out in the middle of nowhere, while others are in the middle of a town. On our way north, we tied up at one such wall in Mechanicville NY, where our view was of the backside of a four-story apartment building, and a park bench surrounded by empty beer cans. Tom only takes me to the nicest places!!

When we traversed lock #12, we were officially in Lake Champlain. The southern part looks a bit like the waterways in the movie "The African Queen." We were delighted when the lake finally widened out and started looking more lake-like. It is a lovely lake, and we were surprised to find that there were at least as many sailboats as powerboats there. One night we stayed at a marina in Plattsburgh NY where the manager told us that 90% of the boats there were owned by Canadians. They must have leaned heavily towards French Canadians, as the boats were nearly all Beneteaus, Dufours and Jeanneaus, with only the occasional Catalina. What are they thinking??!

In addition to enjoying three days at the Basin Harbor Resort with our daughter and her family, we had several other fun days. We rented bicycles in Burlington and rode northward 10 miles to the end of the lakeside bike trail, enjoying the lovely views along the way. Another day, we took a free public transit bus from Burlington to Shelburne to visit the museum there. You could spend days at this museum full of historic buildings, the highlight of which is the 220 foot steamship "Ticonderoga," brought to the museum grounds via rail in 1955.

However, after our time with our family, I was itching to go home. We decided to skip the tourist stops on the Hudson, knowing that we could always visit them by car, and powered home in six days, versus the nine it had taken us to get up to the lake. We averaged 55 nautical miles per day, made easier by having some strong currents down the Hudson. It felt great to get back into the cooler, less buggy waters of Long Island Sound. Our last day was our longest at 11 hours, motoring the final 78 nm from Northport Bay on western Long Island to our home port of Noank, CT. As it turned out, our decision was a good one. The bad weather predicted for the next day was in fact really horrible, with torrential rains resulting in terrible river flooding in the Hudson valley. We were very glad not to have been caught in all of the mess that caused.

A few days later, we said goodbye to Stumpy and were oh-so-happy to see our beautiful Juniper reappear. We have a new appreciation for our mast, and our ability to sail, but we will never forget this interesting voyage.

Morning on Lake Champlain

Lessons Learned:

Something a Little Different

By Bill Martinelli, C470 Commodore • Photos courtesy of Sheridan Manion

In this issue of the Mainsheet I won't talk about hunting for exotic provisions. Nor will I discuss how to inspect your dinglehoppers to prevent sinking or how to replace the dilithium crystals in your vessel's warp core. I'll leave that for a future issue.

About four years ago I was surfing YouTube and found an interesting channel featuring a young cruiser. While making repairs to her sailboat in Golfo Dulce, Costa Rica, she was called upon to aid a sea turtle who had swallowed a fishing hook.

My wife Julie owned a couple of fresh water turtles over a 35 year period (last one was adopted out to a reptile rescue before we left to go cruising), both in Florida and then in California after we met. And we had cats separately and together for many years so this animal- and cruising-centric video piqued my curiosity. Sheridan Manion, known as Dr. Sheddy, travels aboard her SV Chuffed the world's only sailing veterinary clinic.

Sheridan and Jim underway

Dr. Sheddy has been providing free veterinary care to animals in need since early 2017. Her adventures (besides sailing and surfing) have taken her throughout Central America and into Pacific Mexico, where she's worked with a range of animals including dogs, cats, monkeys, birds, sloths, and of course turtles. Her mission is to adhere to the One Health philosophy, working within the paradigm that animal, ecosystem and human health are all interconnected.

As a neophyte sailor, she bought this 37 foot aluminum monohull in Las Perlas Panama about seven years ago. In one YT episode, her parents came from Australia to help her work on Chuffed. During a hallout they discovered the bilge had many areas corroded to the point where a screwdriver could fall through. I think this may have been a real low point for her. Turns out the boatyard knew somebody who knew somebody who had a friend who could weld aluminum. The welder showed up with his equipment and spent a number of days welding away.

As Chuffed moved into southern Mexico, her engine (Janet) decided to throw numerous tantrums, becoming unresponsive at times. A Gofundme page raised enough donations to replace the old Yanmar with a new Yanmar, (with some shipping delay during the pandemic). Sheridan and her now partner and first mate Jim recently finished a three year refit of

Chuffed Sailing Las Perlas, Panama

Chuffed. And in the meantime she helped to establish the first vaccine and spay/neuter campaigns for communities in the Chiapas region.

Now the boat's running well and they've made it north into the Sea of Cortez. Julie and I met up with Sheridan and Jim in La Paz earlier this year. This spring, they traveled to several small fishing villages along the Sea to provide vaccinations and spay/neuter for pets of folks who rarely if ever have an opportunity to take their animals to a vet. Besides issues of affordability, some of these villages are a difficult and long drive to the nearest veterinary clinic.

Dr. Sheddy has always loved animals, and wanted to be a veterinarian from a young age. She graduated from Australia's James Cook University in 2011 and first worked in rural Queensland as a small animal vet. In South Australia she learned how to detect sexually transmitted disease in koalas, fix fractured turtle shells and navigated the world of wildlife rehabilitation and release. In China, with the nonprofit Animals Asia, she helped rescue Asiatic Black Bears from the cruel bile trade.

Sheridan feels very lucky to be involved with local communities, wildlife sanctuaries, animal shelters

Julie and I met up with Sheridan and Jim in La Paz earlier this year. This spring, they traveled to several small fishing villages along the Sea to provide vaccinations and spay/neuter for pets of folks who rarely if ever have an opportunity to take their animals to a vet.

Vaccinations in Nicaragua

Surgery being supervised in Las Perlas, Panama

FAIR WINDS

(continued from previous page)

Teamwork in Nicaragua

Chuffed visits a remote fishing village in the Sea of Cortez

and veterinary clinics to improve the standards of animal health and welfare. She believes that the only way to truly make lasting change is through educating local people and providing them with the necessary tools to continue doing great work after she has moved on.

She returned to Australia this summer to work at a large veterinarian hospital to brush up on the latest procedures and technology. This also was a way to earn some money to help fund her ongoing work here in Mexico. Some of the medicines she needs for the animals are silly expensive just like some that we two-legged animals need to take. She will be returning to the Sea of Cortez in a few months to continue helping the animals of Mexico.

If you are interested in learning more, search YouTube for Vet Tails' Sailing Chuffed. And there is a Patreon page at Chuffed Adventures.

The only way to truly make lasting change is through educating local people and providing them with the necessary tools to continue doing great work after she has moved on.

Dr. Sheddy with a little friend

Sea Turtle rehab, Banderas Bay, Mexico

Jim and Sheridan at Los Gatos anchorage, Sea of Cortez

IT'S NOT TRUE

BY JACK HUTTEBALL • #1555 MARIAH LLL • C34CAPTAIN@GMAIL.COM

It is said that the two happiest times in a boater's life are when he buys a boat and when he sells it. IT'S NOT TRUE.

Raised in Idaho, far away from oceans and large bodies of water, I was

fortunate to have grandparents with a small lakefront cabin on Payette Lake in McCall. In the summers I learned the joys of boating and water skiing behind a classic wooden Century speedboat. That joy of boating was so appealing that I knew one day I would have my own boat, preferably a large power yacht.

In 1965 during spring break from college, I visited a friend in Sacramento who asked if I wanted to help him put his dad's 14' sailboat in a slip in Folsom Lake for the summer. I had never been on a sailboat before, as there weren't many on lakes in Idaho as I recall. I thought they were pretty, but way too slow.

First Sail on Folsom Lake, California

First Sailboat Mariah at Lake Tahoe, California

Mariah ll sailing Puget Sound

So off to the launch ramp we went, rigged the boat and slid her into the water. We hoisted the sails and pushed off from the dock, drifting across the flat calm water where we sat for a long time. I thought, if this is sailing, somehow I am not feeling the joy. Fortunately, a gentle breeze from the Delta spread ripples across the lake, filled the sails, and the boat began to move.

I was amazed, the boat quietly moving forward with the water gurgling along the hull without any engine noise! We sailed until dark and I was still not ready to quit. I had to learn how to sail… I was hooked! We sailed every day that week before returning to school.

From that point on, I could not stop reading about sailing, collecting sailboat brochures, and walking docks with my future wife, who didn't fully understand my love affair with sailboats. Uncle Sam grabbed me after college, and I promised myself that if I survived Viet Nam, my first purchase would be a sailboat.

I survived, and by 1972 as a happy young couple, we had scraped enough together to buy our first sailboat, Mariah, a Venture 2-22. We could barely afford it as confirmed by the holes in our shoes on the first sail with the broker. When you're young, you can throw caution to the wind — we did and never regretted it. Yes, it was the happiest day when the wind filled the sails on our first day! My wife, who had never sailed, understood my passion as she felt the same way I did

Mariah lll Sailing San Juan Islands

Jack & Ruthie Aboard Mariah lll

on my first sail. We sailed the bottom off that boat in all the inland lakes and reservoirs from Lake Tahoe to the Delta and San Francisco Bay, even breaking a mast under the Golden Gate Bridge one day. We trailed far and wide, even making it to the Northwest San Juan Islands. We learned the joys and camaraderie of sailing with our small yacht club, all learning and making mistakes together.

By 1977 our family had grown to 4 and we needed more boat space to happily and safely accommodate our sailing experiences. We traded our fun little 2-22 for a Balboa 8.2 meter boat, Mariah ll. With a shallow draft keel and inboard diesel, it was trailerable, so we could still sail all the places we had been sailing. Before much sailing in home waters, we had the opportunity to move to the Seattle area and jumped at the chance. It brought us close to the San Juan Islands we had enjoyed once in our first boat. We spent weekends and summer vacations for 24 years cruising Lake Washington, Puget Sound, San Juans, and Canadian Gulf Islands.

In 2001, with our kids through college and married with families of their own, it was time to move up to have room for more family on the boat. Finally a boat of our dreams, a Catalina 34 MK ll, which we promptly named Mariah lll. Our first night aboard it felt like we were on the Queen Mary. With two separate cabins, not only was there more family room, but it gave us the opportunity to bring friends on overnight trips longer than a daysail. It also gave us the opportunity to take extended 4 week trips into northern Canadian waters, Desolation Sound, Princess Louisa inlet, and Octopus Islands. We could not have been happier sailing our Catalina 34 in northern waters and anchoring in quiet coves over the last 22 years.

Alas, all the joy and fun has to turn into treasured memories at a point in one's life. Age and health issues have finally crept in bringing less confidence in our ability to safely handle the boat. In the last few years we noted it more difficult to cast off the mooring lines and seek our favorite anchorages. It was time.

We spent evenings on the boat reliving memories of our 51 years of boating before her new owners sailed her away.

Are we happy that Mariah lll has been sold, the supposed "second happiest day" in our lives, DEFINITELY NOT! The saying is NOT TRUE.

We are, however, left with positive feelings that Mariah lll is in good hands with her new young owners who will undoubtedly enjoy their first boat as much as we did.

In closing, I would like to note that it has been a pleasure being the C34 Associate Editor for Mainsheet over these last 14 years. I feel as if I know many of you personally, even though we have never met, through the articles you have submitted for publication. If any one of you out there would like to express your literary abilities and step up to the editor's position, the Association would appreciate it. All you need is the desire, a few computer skills, (a piece of cake for all you younger sailors) and a few hours every quarter to edit and upload articles. And, yes, you can submit your own articles as I used to. Drop me an email if interested, and I can fill you in on particulars.

CATALINA 36
Windlass Installation

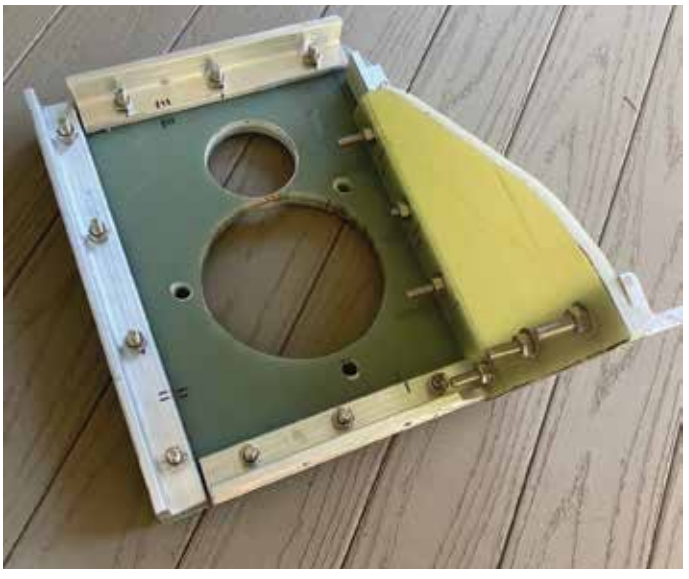
Norm Poulsen, Catalina 36, *Horizon*

A year ago when I bought my 1989 Catalina 36 Mk I it came nicely equipped with 225 feet of 1 inch anchor rode attached to 20 feet of 3/8 inch stainless chain, and a 45 lb Mantus M1 anchor. But no windlass. I loved the Mantus anchor; on my previous boat I used a Mantus anchor for 4 years, and it was without question the best anchor I have owned in 57 years of sailing. It never failed to set on the first try, never failed to reset on tide or wind shifts, and never dragged. But on the Catalina, the anchor and chain together weighed 73 pounds (coincidentally, the same as my age), and I quickly got very tired of hauling it up over the anchor roller. So I decided to install an anchor windlass.

I looked at the Catalina owner's website and found a number of articles on installing a windlass, some horizontal ones in the locker with the motor inside the boat forward of the V-berth, and some vertical ones mounted on the deck just aft of the anchor locker. I had experience with horizontal windlasses on previous boats and had some problem with the chain jumping out of the windlass gypsy, so I wanted a vertical one where the chain wraps around 180 degrees. And once I saw the size of the anchor locker, I thought I would like to mount the windlass inside under the shelter of the locker cover. After a little research, I decided on a Maxwell RC-6 windlass, within my budget at under $1,000 and with a 770 lb pull, more than five times greater than the 140 lb combined weight of the anchor and the 125 feet of 1/4 inch high test chain I planned to use.

The first difficult part was routing the 4 AWG battery cables to the bow; at 3/8" diameter, they did not fit through all the openings that carried the already installed wiring, so I had to drill holes through several bulkheads. I attached the positive cable to the common terminal on the main battery switch so that the windlass would work no matter which battery bank I had switched on. Luckily, from previous projects I already had a hydraulic crimper to make the connections to the terminals. I found a spot for the circuit breaker supplied by Maxwell just below the VHF, about 18 inches from the battery switch, connected the positive cable to it, and continued running it forward. I ran the negative cable directly from the

Windlass platform, side view



Windlass platform, underside view

negative battery terminal on the house battery. Under the V-berth, I suspended the cables every 18 inches with cable mounts and zip ties. The cables ran to the solenoid (also provided by Maxwell) mounted on the port side of the V-berth side of the anchor locker aft bulkhead, then through the same bulkhead to the windlass itself. I also mounted the socket for the wired windlass remote control inside the starboard side of the anchor locker, and ran the wires from it to the solenoid. The total round trip length for the cables was 58 feet, just under the 65 foot maximum length for 4 AWG wire recommended by Maxwell.

Now for mounting the windlass. I had previously used G-10 fiberglass plate (Garolite) in other projects and liked its unbelievable strength (38,000 PSI tensile strength), the fact that it's impervious to water, and that it's relatively easy to work with. But not cheap. A one-foot by two-foot sheet of ¼" G-10 (enough for this project) cost nearly $100! I wanted the platform for the windlass to be ½" thick, so would need to laminate two of the cut-out pieces together. That would leave me enough ¼" G-10 for a triangular brace for the platform and for backing plates for the locker walls. I laminated the two pieces I would use for the platform using JB Weld, scuffing the pieces with 60 grit sandpaper, cleaning them with acetone, putting a generous amount of the mixed JB Weld between them, putting a 30 lb weight on top, and giving it 24 hours to fully set up. I then used the foam gasket supplied by Maxwell as a template to mark the holes for the windlass and mounting bolts on the G-10. I cut the plate outlines and the large windlass hole with a hand-held saber saw and found that a 13 teeth per inch Diablo Plexiglass blade from Home Depot gave a nice smooth cut, but I needed to use all 5 blades in the pack for this job. The smaller hole for the chain to go down into the locker I cut with a hole saw. I found the angle between the aft wall and the starboard wall of the anchor locker was not quite a right angle, so I had to cut the G-10 platform accordingly, and sized it to just fit into the space at the aft end of the anchor locker.

To attach the platform to the inside of the anchor locker, I used 1" by 1", ¼" thick 90-degree angle aluminum stock. I first attached the angle stock to the underside of the G-10 platform around all the edges, using multiple ¼" stainless machine screws. I was careful to be sure that the G-10 did not extend out past the angle aluminum so that it was the aluminum bar that contacted the sides of the anchor locker, not the G-10. The angle stock for the triangular brace was mounted facing inward so that the brace was closer to the windlass and fit better against the aft wall of the locker. The angle stock on the starboard side had 3 bolts that would go through the reinforced area that Catalina built in for horizontal windlass mounting. The other two sides had two bolts apiece.

Next, I had to determine how far down to mount the windlass in the locker. It had to line up with the incoming chain, but not be so high as to interfere with the snubbing line that would lead from the chain to the large mooring cleat in the locker. This made it necessary to raise the forward end of the platform up a bit so that the incoming chain aligned exactly with the windlass gypsy. I pulled a rope from the anchor roller back across the locker to the cleat to determine the height and angulation of the windlass when it would be mounted on the platform,

I had experience with horizontal windlasses on previous boats and had some problem with the chain jumping out of the windlass gypsy, so I wanted a vertical one.

Wiring for windlass

and ended up with the aft end of the platform 3 ½ inches below the edge of the locker wall, angling up 1" towards the front end. I also had to wait to cut the triangular brace until I knew the amount of angulation so that the brace would fit against the aft wall. Also due to this angulation, the aft aluminum angle stock on the platform did not quite fit against the locker wall along its bottom edge. To solve that, when I mounted the platform, I used Pettit FlexPoxy. I put a thick line of it along the bottom part of the stock where it would touch the wall. FlexPoxy is strong, flexible, has a 3-4 hour working life, and best of all does not sag so it would stay in the crevice to harden after the angle stock was screwed in. I also used it to angle the backing plate on the other side of the locker wall slightly so that the screws went through it at a right angle.

I used the platform with the angle stock attached to it as a template for the holes to drill in the anchor locker walls, first fixing it in place with bolts through the first two holes I drilled. Getting all the holes drilled straight required a combination of long drill bits, right-angle drill attachments, imagination, and a few choice words! After all the holes were drilled, I epoxied the G-10 backing plates behind all the holes inside the boat and drilled through them. Finally, I was ready to mount the platform. Since I had already mixed up the Pettit FlexPoxy for the aft wall as described above, I figured what the heck and put some on the other lengths of angle aluminum where it would contact the locker walls, put the

WINDLASS INSTALLATION

(continued from previous page)

platform in place, and through bolted it with ¼" stainless machine screws. I again coated the stainless parts with Life Seal before assembly.

Now to mount the windlass. Since the platform was only ½" thick, the three 5/16" bolts already installed in the windlass would be too long to allow me to tighten the nuts on them with a deep socket, so I carefully cut off the bolts with a hacksaw, being sure to first thread a nut above where I would make the cut so that unscrewing the nut would clean up the cut edges. I had measured how long the wires needed to be to go from the windlass to the solenoid, so I cut them, I crimped on the terminals and attached them to the windlass. As I lowered the windlass through the platform (with the foam gasket already in place), I threaded the wires through holes I had drilled in the aft locker wall. I screwed the washers and nuts onto the studs from the windlass (the aft one was really difficult since I couldn't see it and just barely touch it), and tightened them down. The windlass was installed!

I attached the power wires and the wires from the remote control to the solenoid. I had a 50/50 chance of getting the correct wires from the remote to the correct up/down terminals. I flipped on the windlass circuit breaker and pushed "up" on the remote; of course, the windlass rotated counterclockwise, which is down. I switched the remote wires to the opposite terminals and all was good.

How well does it work? So far, great! Will it pull the boat up to the anchor during that 1:30 AM thunderstorm with 40 knot winds? Probably not, but windlasses aren't meant for that anyway. It does easily pull up the unloaded chain and anchor and the chain goes nicely into the deep locker. One of my big fears was that the roller furling drum would interfere with the anchor stock as it comes over the roller, but the stock gets pulled right past the drum without problems. When lowering the anchor, I have to give the stock a little shove to starboard to get it to go by the drum, but that's easy to do.

Windlass platform installed

Windlass installation complete

Materials:

- Maxwell RC-6 vertical windlass, multiple sources on internet, $895
- 125 feet ¼" G4 anchor chain by ACCO, $510. Bacon Sails Annapolis
- 50 feet ½" 8-plait anchor line spliced to end of chain, $50. Defender Marine
- G10 fiberglass plate 24"x12"x1/4", $95. Grainger
- Aluminum angle stock 1"x1"x1/4" 48 inch length, $8.14. Online Metals
- Quick Hrc1002 2 button remote, $101. Hodges Marine

Note from Gerry Douglas, Tech Advisor: The windlass selected is light for a 36 per the manufacturer's specs. I trust the owner knows this and will be careful in it's use.

Note from Catalina Yachts, Jon Ames, Tech Editor:
The ABYC requires the windlass to be fastened to withstand three times the capacity of the windlass. In this case that would be a 2300 lbs load. The installation may meet those requirements, but it also may not. For custom installations like this I would recommend any and all steps to ensure safety of both the boat and the passengers. Where safety is concerned,

SAIL ALASKA

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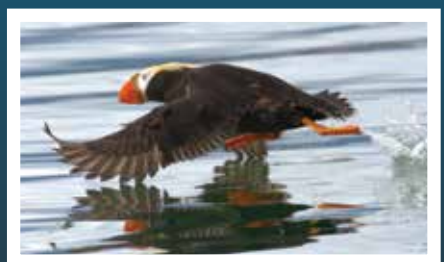

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Tech Notes from Association Technical Editors

Tech Notes are also available at **www.mainsheet.net** in PDF format for printing or reading on digital devices. Winter 2023 password: W414

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

Catalina 470 National Association

Slip, Zink, Sink, Link

C470 Association Technical Editor Joe Rocchio

The previous C470 Tech Note regaled the reader with the joys of replacing Onward's packing-less shaft seal. It was an immense relief to find that when Onward was splashed back into the welcoming arms of Long Island Sound in June, the new seal performed perfectly – not even a drip was to be seen. Nice!

As you all know, the sailboat gods have a way of keeping score. So once we were launched and at a pier, I began to check various boat systems. I quickly verified that the Trojan T-1275s in the house battery bank were at the end of their lifecycle and capacity had been effectively reduced by half.

My intentions, as I've previously written, are to transition to lithium-ion batteries as a replacement for cruising power – but I wasn't in the mood to engineer this now after the shaft seal replacement. So, next I checked out the generator. After opening the through-hull valve, I verified that the newly replaced plastic strainer bowl had no leaks. The Northern Lights genset started immediately – so the less-than optimal battery bank wasn't going to be a limitation on our cruising plans.

While patting myself on the back, I noticed the bilge pump came on twice in close succession. Not a good thing. A quick check revealed that the pipe nipple connecting the strainer outlet to the genset hose had fractured! It turns out that the nipple was supposed to be bronze but actually was brass that had literally dissolved to mostly red powder! This was the effect of time, salt water, and electrolysis.

While bronze is an alloy of copper and tin, brass is an alloy of copper and zinc. So, in effect, the zinc alloy had slowly leached out of the nipple until it chose this time to crumble. The nipple, which was supposed to be bronze, had been installed in 2007 – so it took >15 years for the corrosion problem to show up. The most difficult part of the fix was to remove the strainer and clean out the remnants of the rotted nipple. This is a heads-up for fellow owners: track down brass/bronze fittings in critical systems and do a health check. Bronze pipe fittings are hard to come by and hard to differentiate from brass. Due to the need to get underway, I actually was forced to temporarily use a really good quality brass nipple until I could replace it with bronze before the next season.

I moved on to the potable water system that had been flushed with fresh water on land by pumping out the tanks through the stern fill port. This was followed by a fill and heavy bleach treatment overnight. Now the plan was to flush out all of the lines and faucets. I opened all three faucets and they ran well – and then the water flow stopped – all at the same time!

I thought the water pump had died but a quick check eliminated that. Then, I decided to check the faucet aerators and strainers only to find that those on the forward and aft head sinks were completely plugged with debris – most likely from the bleach sterilization process. The fix was cheap and easy – just replacement of the aerator elements once the lines were flushed.

The galley sink too was plugged but it was the spray diverter valve that now would not allow any water to pass. One of the principal ways we've found to minimize useless running of water while cruising (especially in the Bahamas) was to add a wand-

Onward's new crewmember, ZuZu, gets a shower with new faucet.

controlled on-off valve in the sink faucet that only let water flow when the wand was pushed aside. We almost exclusively use the faucet sprayer hose with lever on-off control for work in the galley sink. This allows only as much water as needed to flow – no useless running. And, just as important, the pressurized spray is more efficient and thus requires less water for a task.

Much to my disappointment, I found there was no way to access and replace the galley faucet diverter valve that had become stuck in spray mode and plugged. The faucet (original) had to be replaced. I was really upset but then I found, amazingly, Amazon could deliver a stainless steel, commercial flexible spray head faucet to me in 24 hours!

Nothing, of course, is easy. The only way to remove the king nut that held the existing faucet in place was to remove the entire sink, because the access hole was too small for a tool. I discovered that the sink was only held in place by a bed of 5200 so the removal and reinstallation was fairly easy. I only used adhesive sealant to remount the sink with the new faucet. I highly recommend this type of faucet for its efficiency and water conservation qualities. The model I installed also has a regular spout (with LED lights indicating water temperature, no less) – but we very rarely use it.

The only way to remove the king nut that held the existing faucet in place was to remove the entire sink.

We departed Port Washington for Rhode Island and I had enough time and energy to turn to another project. I decided to test replacing Onward's cellular-based internet service with Starlink satellite service. I ordered a unit to pick up when we arrived in RI.

After a short pause in RI, we headed to Maine and had a fast and easy three day passage. We were greeted with two quintessentially beautiful Maine summer days: sunny, clear, cool, only to spend most of the next three plus weeks in the rain, cold, and fog. Buoyed by the great weather and easy passage at Boothbay Harbor, I decided to install the Starlink while moored.

The sailboat gods decided to be nice and make up for their previous harassment. I discovered the standard Starlink mount legs exactly fit between the two aft cross members of the stern arch. Installation was a breeze: fasten the standard base to the arch with four SS sheet-metal screws, install antenna on the mount; connect provided Power over Ethernet (PoE) cable to antenna; connect cable to router; plug router into 120V AC socket; sign up for the $150/month roaming plan; then, run setup on the Starlink app.

CATALINA 470 NATIONAL ASSOCIATION

(continued from previous page)

Within 15 minutes I had working satellite internet! The unit automatically scans the horizon 360° to look for obstructions and self-orients to the optimal direction for operation. The motorized mount (azimuth and elevation) seems to have no problem maintaining the required orientation as Onward moves underway or swings at anchor. Occasionally it is necessary to power down and restart the Starlink to reconnect to the satellites after a large reorientation of the boat or a switch between generator and inverter. Heavy deluges really cut back transmission rates.

For this season I chose to run the cable from arch to router in the salon with the cable running through the corner of the companionway. In the future I will make use of the adapters available to use the PoE cable I previously installed to the companionway deck. There are also ways to operate entirely from 12V DC power that I will investigate.

I am aware of several other C470s that have converted to Starlink. The impact of having high speed internet at sea creates a new world for cruisers and many have exploited it to continue to work while roaming. I could write an entire article on the contrast between Starlink and the machinations needed to get internet access when I first cruised to the Bahamas in 2007. It is totally changing the way I operate now. Note as I write this, Onward is under sail at eight knots from Block Island to Shelter Island – running from Hurricane Lee and getting 27 Mbps download and 2.3 Mbps upload speeds.

Starlink antenna mounted on Onward's stern arch.

Catalina 380/387/390 International Association

Boat Ventilation System

C380/390
Association
Technical Editor
Jim Turner

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

I had good luck with this arrangement on my previous boat a Catalina 30 and was amazed that the fans were still operating after more than 10 years. I decided to do the same on this boat and added two computer fans one in the forward cabin and one in the aft cabin.

I was lucky enough to find on the Internet Nicro teak vent trim rings.but I could have used a 3" hose vent but I thought the teak rings looked better.

MATERIAL LIST:

- Two Computer Fans
- 50' Wire 18 gage 2 strand
- Two 3" Vents with Flanges
- One Louvered vent cover

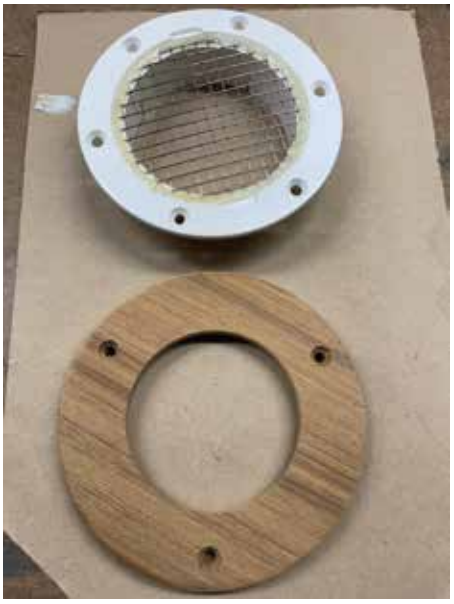
For the install I drilled a 3" diameter hole in the teak panel of the V-Burth, installed the fan in the center of the teak panel.

I drilled a hole in the anchor locker wall for the air to escape winch I covered with a vent plate.

I then ran wire from the switch panel to the forward cabin. It was nice that Catalina installed easily removable panels in order to run wiring all the way around the interior of the boat.

In the Master Stateroom I drilled a 3" hole on the side of the large quadrant cover and ran the wire to the switch panel.

3" Computer Fan



Nicro Teak Trim Ring

I had good luck with this arrangement on my previous boat a Catalina 30 and was amazed that the fans were still operating after more than 10 years.

Forward Cabin Fan Installed

CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

(continued from previous page)

Each computer fan is 33 CFM for a total of 66 CFM.

I estimated that the Catalina 387 has about 1900 ft.^{3} so at 66 CFM that would be about 2 complete turnovers of air per hour.

With one fan in the bow of the forward cabin and one fan in the stern of the aft cabin I have complete ventilation which should eliminate musty odors as well as mold and mildew.

The current draw is .16 A amps therefore the two fans draw .32 A Which is less than 8 Amps in 24 hours.

–Edward J. Reimbold, *Sea Witch* C387 #126, Lake Lanier, Georgia, chromeed@aol.com

Anchor Locker Vent

Aft Cabin Fan Installed

Note from Gerry Douglas, Tech Advisor: Ventilation is the best way to prevent odors aboard. This system shows a large diameter hole in the anchor Locker open to the interior. This is not recommended, the anchor locker should be isolated from the interior to prevent water intrusion for safety reasons.

Converting Storage Bin/Icebox to Freezer

Thanks to Kevin Hendricks for submitting this article. **—Jim Turner**

My 1998 Catalina 380 had the large and deep dry storage bin/icebox in the corner of the counter top between the sink and the stove. As part of my prep for longer cruising, I converted it to a freezer with its own compressor unit. I think this is a project that most DIY owners can accomplish without much difficulty.

First, I estimated the existing volume of the icebox, and the thickness and insulation value of the walls. The various odd angles of the space made it difficult, but I came up with a very rough estimate of 3.8 cubic feet. Estimating the thickness of the box walls was likewise a WAG. Catalina told me the walls of the box were two layers of plywood with foam in between. After some guesswork, I used a conservative 2 inches all around for original walls, but assigning some sort of R-value to it was impossible. I decided to add 2 inches of closed cell foam all around. I modified that a little during the process, and added an extra inch to the bottom, which I'll explain later.

With the added wall thickness, I calculated the new box volume to be approximately 1.7 cubic feet, or 49 liters. I could have filled the completed new box with water, pumped it out and measured, but alas I didn't take this step. Based on the new box size, I ordered an Isotherm Compact SP2553 with sink drain thru-hull condenser.

Adding insulation to the box walls was fairly straightforward. I used pink one inch foam sheets with an R5 from a big box hardware store. First, I scuffed the walls with a small orbital sander or by hand in the corners. I made cardboard patterns, cut the pieces, and adhered them with a foam-friendly exterior grade construction adhesive,

Adding Foam

Adding FRP Facing

doing two layers all around. I decided to recreate the original shelf, and stepped the foam in the same area to reproduce a lip for the shelf to rest on. I felt that the area under the shelf was somewhat wasted, or at least less useful, so I added a third layer of foam to the bottom. The most challenging part of this process was adapting the existing box drain for the increased wall thickness. With the drain in the corner of the box, I had to extend it upward and angle it inward so that it cleared the new walls. I used small pieces of PVC pipe and two-part fairing epoxy to secure it in place and seal it to prevent leakage of any drain water into the surrounding foam. The original box drain fed into the bilge, and I left it that way. I later used a small brass lever-type drain plug to seal the drain and prevent cold air from escaping down the tube into the bilge.

I faced the foam with fiberglass reinforced plastic (FRP) sheeting from a big box hardware store, again using a foam-friendly construction adhesive. After all layers and the facing were cured, I filleted and faired the corners and sanded them smooth. I used small

Drain Modification prior to 2nd layer of foam

pieces of aluminum angle to reinforce and finish the shelf edges, securing them in place with epoxy, and painted the interior with one-part white epoxy bilge paint.

When paints, epoxies and adhesives were all fully dried and cured, I installed the evaporator plate and ran the refrigerant lines through the wall adjoining the under-sink area. With Isotherm's guide showing the safe bending zones, it was just a matter of figuring out which bending locations matched up best with the dimensions of my box. Isotherm supplies a half-round wooden form to make sure the bends have an appropriate radius.

CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

(continued from previous page)

Finishing the corners

Looking down at finished box

Final box with modified lid

Isotherm Comp on shelf under galley sink

Thermostat control and freezer monitor

For the compressor unit, I built a small shelf so I could position the unit under the galley sink, close to both the thru-hull and the box. Be sure to account for voltage drop when running wires to the compressor. I added a rocker switch to one of the unused spaces on my distribution panel. I also added an inexpensive wired freezer monitor/alarm that runs on one AAA battery. When I hauled-out for bottom paint and other work, I had the yard remove my old sink thru-hull and install the special thru-hull drain for the compressor. When the sink drain was in place, I connected all of the refrigerant lines (the self-sealing connectors on the refrigerant line make that simple). Lastly, I took the original countertop lid and added several layers of pink foam, faced them with FRP, and painted the undersides white. The lid takes the same gasket size as the top lid of the refrigerator (BA Refrigeration, Profile 045, Style 2396, 11"x15").

The finished box has been one of my favorite upgrades. Energy consumption is reasonable (rated at 4.5A by Isotherm), and the compressor is whisper quiet. It's been in operation both intermittently and for long cruises for about five years, and it has been problem-free. Ice for sundowners, and even the occasional container of ice cream, is no problem. On the longest passage, a three-week trip from SF to Cabo, the box was packed full with frozen meat and a few other items, and we still had the small space below the perforated shelf unused. **—Kevin Hendricks**, Oso del Mar, C380 #98, *Sausalito*, CA, bearrepublic565@gmail.com

Lessons-learned:

- I contemplated injecting spray-foam into possible voids in the existing wall spaces (as is described in some other articles and blogs for refrigerator box improvements), but decided against it. This might have been beneficial, especially for the box walls adjoining the settee and outer hull, but I opted not to do it. Some tapping on the walls led me to believe that the walls were neither thin nor empty voids, but that was perhaps more wishful thinking than anything else.
- I didn't take great pains to add extra insulation to the narrow undersides of the upper (counter-top) surfaces of the box. On the premise that heat rises and cold sinks, I felt that

this was less important. The narrowness of those surfaces, and difficulty of working on those areas, convinced me not to bother with it.

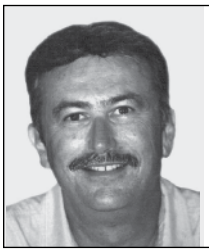
- The thru-hull condenser is not maintenance-free. Keep an eye on the small zinc attached to it, and make sure the face of the thru-hull and the bore are free of excessive growth that could impair water contact with the coil inside the fitting.
- Keeping things frozen is a lot easier and less energy demanding than trying to get things frozen. Pre-freeze meats and anything else before stocking your freezer for a long trip. Or at least get things to a completely frozen state while on shore power. Some butchers will not only supply your meat, but they'll freeze it for you too prior to pick up.

Note from Gerry Douglas, Tech Advisor: Adding the insulation is a good idea, all the models in this section were built in the FL plant and have spray, two part foam insulation. This is good and better than the rigid insulation used in earlier models. Owners considering a similar project should be careful to use a "Food Safe" epoxy for interior finish. "Food Safe "should be indicated on the container label. Refer to the FDA website for additional information.

Catalina 36/375 International Association

My Stink Journey

C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer



C36 Association
Technical Editor
Mk II hulls
Chic Lasser

Thanks to Ken Passeri for submitting this article. **—Chic Lasser**

Replacing Sanitation Hoses on a Catalina 36 MK II

I bought the new-to-me 2006 Catalina 36 MK II in December 2022 from a meticulous PO who kept her in nice shape, but most of the systems and components were still original. He did, however, install a very nice Tecma (Thetford Co.) electric, freshwater head that works great. The boat had previously been lightly used. I noticed that the PO had placed Canberra jars everywhere. I guess now that was to mask what at the time was a slight but noticeable stench, a good move when trying to sell the boat. It didn't need attention until later when I started using the boat a lot and the weather started to warm. Initial inspection didn't reveal much. But as time went on and the hydrogen sulfide (H2S), human waste stench was worsening, I had to begin the process of figuring it out. I first went for leaks. Nothing could be seen. It wasn't until I happened to put my hand under the impeller housing of the macerator did I discover the first problem. One of the four bolts had corroded through, and the head of the bolt was laying in the bilge floor just below it but out of sight. A trickle of wastewater went undiscovered into the bilges. It was responsible for the fact that I would always have ½" in the bilges even though by then it was May and the constant rains had stopped. And yes, I would taste it to see if it was fresh or salt! I have to own that. I immediately disconnected the macerator from the PVC "T" and plugged the "T". I washed out the bilges thoroughly and thought I'd be good. The bilges now stayed dry, however, as time went by the smell got worse, not better. It was affecting my enjoyment of the vessel and definitely kept my Admiral from wanting to even begin bonding with the boat and our new lifestyle. What became apparent was that it was a multi-level problem. Reading as much as I could from the post on the owner's forum (and thank you to all who contributed. Invaluable) I realized that this would be a good time to rebuild the system. The hoses were a mix and match. I'm not sure what comes originally from the manufacturer, but some were white and of different types and some were black and also of different types. All of them did not pass the stink test with a moist towel. All the compartments smelled.

I first went looking for leaks. It wasn't until I happened to put my hand under the impeller housing of the macerator did I discover the first problem.

Old Hoses

New Hoses

Closer inspection revealed, Domestic Odorsafe Plus (white) sanitation hose was used from the toilet to the Y valve under the bathroom sink, about a 3-foot run. And VAC XHD sanitation hose #148 (also white) was used from the "Y" valve to the tank, about a 10-foot run. Same for the hose from the "Y" valve to the sea cock outlet

New Vent

Final Arrangement

under the seat for the shower, about a 3-foot run. Looking closely, these hoses had a brownish stain on the outside I'm guessing a sign of permeation. The blackwater holding tank itself is in the salon under the port dinette settee and made to fit the contours of that compartment. It is a black Ronco with "B-123" embossed on the top, Catalina Direct part #Z1987. I thought about replacing it because when I held my nose to it (yes I know....), there was a slight smell. I was wondering if it was possible for the tank to permeate though its walls. But instead, I took it home and washed the heck out of it using everything under the sun to soak and rinse it out. A pressure washer helped. After that there was no smell from the sides of the tank. Of course, there was still a slight smell from the inside. Taking the tank out I discovered the real culprit. The black connector hose outlet from the tank to the PVC "T". It was a short, non-sanitation hose that was actually moist with permeation. There was evidence of some seepage or dripping underneath with brown staining on the fiberglass bilge sole (never good). This hose reeked. Next in line after the macerator, is the main discharge hose which was black and had a slight stink as it works upward through the port forward galley cabinet on its way to the deck discharge fitting. About a 6-foot run. All the above mentioned hoses are 1 ½ " inner diameter. The remaining hose in the discharge system was the 1" black hose from the macerator to its outlet seacock. I turned my attention to the tank vent. Reading a lot of posts on forums about the inadequacy of the vent hose, I decided to ditch the ⅝" stanchion vent designed by Catalina and go with a 1" vented out the side of the hull in the same location as the stanchion vent that exits up through the bathroom cabinet. The old ⅝" hose was white, smelled awful and connected to the tank using a 90-degree elbow nylon NPT to hose barb fitting that was stained brown and stunk. According to a lot of posts, increasing the vent hose diameter and changing the exit location can help keep the tank aerobic and aid in the biological waste breakdown so H2S is not produced. So you can see, there were multiple sources of human waste stink permeation and even frank leaking. And the system was not aerobic. Bad combo.

For hose selection I followed some suggestions and went with Trident #102 Sani Shield Sanitation Hose for the 1" and the 1 ½" runs. The fact that this hose was in stock at the local marine supply helped my decision. I used a schedule 80 PVC 90 degree 1" NPT elbow for the vent but I had to find a NPT to hose barb connector, which turned out to be brass. At the other end exiting the boat, I found a Marelon 90 degree fitting and connected it to a 1 "Marelon through hull mushroom vent fitting placed just below the stanchion vent tube in the bathroom cabinet. I filled the above deck vent hole in the stanchion with JB Weld. All the runs

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(continued from previous page)

required enlarging the pass-through holes in bulkheads, shelves and fiberglass inner cabin liner molding. A Dremel worked well for this and made short work of the fiberglass. The old macerator could have been rebuilt as it was never used, but I decided to replace it. Catalina Direct sent one to me in two days. The Trident hose is not very flexible and it is sometimes hard to make bends and press it on the hose barb all the way in an inaccessible location. The hardest connection was the "Y" valve under the bathroom sink where I had to double hose clamp blindly by feel only and then use an inspection mirror to be sure of seaworthy connections. The seacock outlet has never been used but I do plan to use it someday on a longer passage. For completeness's sake, I added a 1 ½" PVC ball valve before the macerator for the, "when", not "if", I need to isolate the holding tank contents to service the downstream system.

One complication and unforeseen consequence of increasing the vent hose was that now the elbow connector coming from the center top of the tank extended proud of the tank seat cover board. I had to cut a slot to accommodate the fitting and the hose. I then created a cover for it from wood in such a way that it was as flat as possible but still protects the fitting when someone sits or stands on it.

Once everything was connected and I tested the freshwater head electric flushing toilet, I could immediately tell that the H2S smell was fading. Time will be the real judge but for now I'm happy with the fresher, neutral smell in the boat. At least now there is a chance that my wife will at least consider cruising on a sailboat with me.

—Ken Passeri, USCG Master 25 GRT Inland, OUPV Near Coastal, *Sea Sparrow*, 2006 Catalina 36 MKII #2207, Alameda, CA

I had to double hose clamp blindly by feel only and then use an inspection mirror to be sure of seaworthy connections.

Refrigeration Vent

When I purchased my 1989 Catalina 36 Mark I a year ago, I was happy to see that what is probably the original Adler-Barbour refrigeration system was still working. But I was not happy about the location of the compressor/condenser in the port side cockpit locker. The Adler Barbour instructions say that if that part of the system is in an enclosed space, it should be at least 100 cubic feet in volume to dissipate the heat pulled out of the refrigerator. The locker only measured approximately 12 cubic feet, so as the condenser transferred heat to the air inside the locker, the air would just keep getting hotter and hotter, making it more and more difficult for the condenser to do its job, causing the compressor to run longer and longer, using more electricity from the batteries. I was not about to move the compressor, so I looked into ventilating the locker. It turned out to be relatively simple, and even better, cheap. And it appears to be effective. In 90 degree outside temperatures, the system easily keeps the temperature inside the refrigerator at 35 degrees, cycling on about 50% of the time.

Parts (all ordered off the internet):

coolerguys.com 92x92 mm Ultra Quiet fan $8.45. Current draw 0.04 amps. Air flow 30 cubic feet per minute

coolerguys.com 92 mm Honeycomb Black Metal Grill $3.95

westmarine.com Sea-Dog 3" hose vent, 2 at $2.79 each.

Total cost $17.98 (Is this actually a BOAT project?)

Method:

If the compressor/condenser are located behind the bulkhead at the forward end of the locker and there is enough clearance for the fan, by careful measurement drill a small hole through the bulkhead aft of the refrigerator

Grill for ventilation fan

itself inside the cabin so that the fan will blow over the condenser coils. The small hole will help you make sure your measurements are correct before you cut the big hole for the fan. Using a hole saw the same diameter as the opening in the fan, cut through the bulkhead. Using the fan as a template inside the cabin, drill the 4 mounting holes. Cut off the connector on the wiring from the fan and determine which two wires (positive and negative) will make the fan blow in the correct direction. Mount the fan inside the locker using machine screws through the grill (the grill has holes that will match the fan holes), through the bulkhead, and through the fan. Even if

Compressor/condenser and fan in locker

Cockpit vents

the new fan does not blow directly over the condenser coils, it will still vent the locker of warm air from the refrigerator.

I wired the positive wire (with a 2 amp fuse) and negative wires from the fan directly to the positive and negative refrigeration power wires where they connect to the refrigeration unit. That means that the fan will run continuously whenever the main panel "Refrigerator" switch is on. You could wire them so that the fan only runs when the compressor is running, but I figured that at 0.04 amps, running continuously the fan draws less than 1 amp-hour per day, and keeps moving warm air out of the locker at all times.

Into the aft upper end of the cockpit locker I used the appropriately sized hole saw to cut two holes for the hose vents (without hoses) and mounted them, so that the air pushed into the locker by the fan can flow out. For offshore work, you might want to have a method for sealing off these vents.

Pretty quick and easy, and (I hope), effective. **–Norm Poulsen**, Catalina 36, *Horizon*

Note from Gerry Douglas, Tech Advisor: A more robust vent that can close when sailing offshore would be good choice for this application to prevent water from entering the locker in the event of the cockpit flooding.

Catalina 34/355 International Association

Adding a Soft Start to our AC Unit

C34 Association
Technical Editor
John M Nixon

C34 Associate Technical Editor
Ron Hill

Special thanks to Paul Atcock for submitting this article. **–John Nixon**

We have had our Dometic ECD 10K AC unit since 2016 and we would power it at anchor with our Honda eu2000i Generator, they worked well together. But we would have to run our generator on Max as it would cut out when run in Turtle mode. In Turtle mode the generator would run at the RPM needed to provide the needed power, however, when the AC cycled, the power demand would rise quicker than the generator could run up and it would cut out, then we would have to reset the generator. Running on Max was extra noisy and it would use a full gallon in about 3 to 4 hours.

Then I upgraded the electrical system on our boat to a Victron System which is really clever, even too clever!

When we run the generator and turn on the AC with the generator set to Turtle, the Victron would detect that the generator output was insufficient during the AC Startup and the inverter would then start powering the AC from our LiFePo4 Batteries. That would remove the demand on the generator and the inverter would power the AC unit until the battery power is too low and then we're without DC power. But we could then run the Multiplus in Charge Only mode and recharge the batteries, but that process is a pain.

We could just run the generator on Max output, but it is much louder and uses more fuel than Turtle mode.

We could program the Victron to not provide power assist, but that would another bundle of worms.

Researching pro electrician 'Google', it seemed that a Soft Start would solve the issue.

I contacted Dometic and they confirmed that a soft start would help but when I contacted a local dealer, I found that the recommended Soft Start device would cost $700 !!!!! Wow! Searching the web, I found several vendors that sold similar devices at over $300 but then I found SpartanStart for $180, a significant difference from the local dealer at $700 for the Dometic device. I called Spartan and they recommended the SpartanStart - Softstart and advised that if I had any issues with the installation, I could call them and they would walk me through the process.

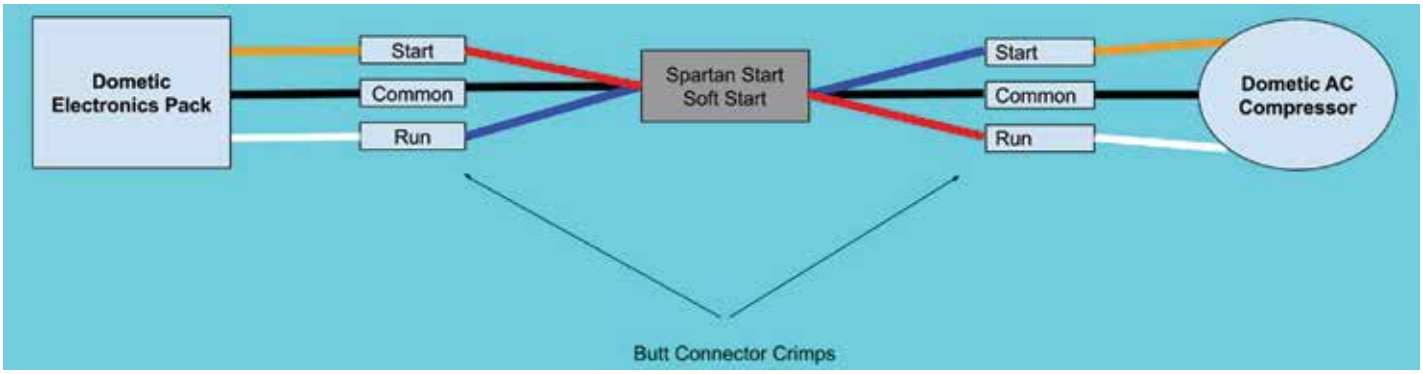
Here's a link to the product: https://spartanpower.com/product/spartan-power-spartanstart/

Tech Editor: The link above states that the SpartanStart unit is designed to be used across a wide range of RV/Marine air conditioner units up to 20K BTU. –John Nixon

Installation was easy!

The AC unit is beneath our V-Berth, so we removed all of the bedding, mattress and locker covers from the V-Berth

1: Connect Shore Power and turn on the AC - Just to make sure it's working normally.
2: Shut down the AC unit and disconnect Shore power
3: Remove the Cap on the top of the compressor that covers the electrical wiring that connects the electronics box to the AC unit. There's a single screw that also secures the Ground terminal to the Compressor. Underneath that cap are the 3 connectors to the compressor: Run, Start and Common. Colors are as shown in the diagragram on the next page. Now that I knew which color was what, I replaced the cap.
4: The individual wires are inside a plastic, split, conduit. I separated the conduit about midway from the top of the Compressor and the Electronics unit, then pulled the three wires needed out of the conduit.
5: I cut the wires one at a time and crimped them to the correct wire as shown in the diagram above. That's 6 crimps.
6: Time to test. First I reconnected shore power and turned on the AC unit, after it's typical delay it turned on and started to pump out cold air. Looking good so far.



Next I disconnected shore power and connected it to our Honda eu2000i generator and switched it to Turtle mode - it's a power saving option. The generator runs at minimum power and adjusts the power on demand. Time to test the AC on the Generator.

Turning on the AC system, it had its usual delay, not noticeably different from when the earlier test on Shore power. The AC ran and the generator barely changed its output. This was one of those 'Wow! It works!' moments. The AC unit pulls about 900 Watts when running.

At this point, the AC was running and the Victron system was showing that all power was coming from the Generator (or shore power) and that no power was coming from the battery bank.

We left the AC running and tested it running on the inverter powered by the batteries. I simply switched off the master shore power switch. The AC didn't even blink, it continued running but now pulling the 900Watts from the battery bank (12.8v x 100ah *3 = 3840 WattsHours)

With the AC running off the batteries, I turned the master shore power switch back on and after the normal delay the Victron Multiplus switched over to using the shore power, there was plenty of power available from the generator, so the Victron Multiplus started to recharge the batteries.

With everything working correctly, time for a bit of wire management, and a few zip ties pulled it all together.

This was a major step towards our cruising plans. With the current heatwave that is being experienced all over the East coast of the USA, we believe we'll need the ability to run the AC from the Honda Generator.

See you on the water and if we're running our generator at anchor, then it'll probably be for the AC unit and it will probably be running in Turtle mode.

Peggy & I have owned 'Eximius' since 2015 and sail on the Ocean when schedules permit. Next big project is overhauling the rigging. Pre work inspection is due in late August 2023. **—Paul Atcock**, #463 *Eximus*, britinusag1@gmail.com, www.sailingeximus.com

Note from Gerry Douglas, Tech Advisor:
The soft start is a useful device, especially in Paul's application. Some owners have installed them to prevent the nav electronics from interference fro engine starting loads when on the same circuit.

Note from Catalina Yachts, Jon Ames, Tech Editor:
Aftermarket gasoline generators can be great, but please remember CO poisoning can be fatal. Please be sure to add a CO detector in all staterooms and cabins. Check them regularly for correct operation and that way you will be both cool and safe overnight.

Catalina 30/309 International Association

Installing the Seaflow® Dry Bilge System in a 1994 Catalina 30

C30/309
Technical Editor
Michael Dupin

Special thanks to Jim Peta for submitting this article. **—Michael Dupin**

In my experience, even a functional bilge pump leaves around ¾ inches of water at the bottom. I explored various vendor systems before deciding on the Seaflow Dry bilge system.

It seemed optimal for my situation. You can operate this unit manually or set it on a timer, allowing me to choose different durations throughout the week. After the main bilge pump has done its part, this system efficiently clears out the residual water. Additionally, I have an air conditioner that drains its condensation into the bilge. My aim was to achieve a dry bilge to prevent unpleasant odors in the boat.

Implementing this required multiple visits to the boat. I had to identify an appropriate location for upright positioning, plot a wiring route to the panel, decide on a spot for the toggle switch, arrange the water tubing from the pump to the bilge, and determine the exit point for the water. The adage "measure twice, cut once" was my guiding principle, especially when making modifications to my boat. One challenge was positioning the pump upright, as suggested. The only suitable spot I found was behind the toilet, but this also provided convenient access to the vanity sink drain for the water exit.

The tubing task was to channel from the pump to the bilge, then from the pump to a through hull. In the picture, there's a white 2x2 weighted sponge with a ¼ inch tube that serves as the collection point at the very bottom of the bilge. This sponge acts as a filter, preventing debris from reaching the pump. The water travels from this spot to the pump, and its exit path is through a ½ inch line leading to the sink drain. Here, I installed a tee, converting ½ inch to ¾ inch, and added a one-way valve to prevent sink water from backtracking to the pump and bilge.

The electrical aspect was another hurdle. I aimed to place the switch on the electrical panel while the pump control box was situated in the head. This location is right beneath the electrical panel. A messenger line I had from a prior project in the bilge came in handy. The adjacent circuit breaker was for a windlass I had set up a few years prior. While the switch came with an option to control another bilge pump, I opted for the existing one on the panel. The provided wire was short

It seemed optimal for my situation. You can operate this unit manually or set it on a timer, allowing me to choose different durations throughout the week. After the main bilge pump has done its part, this system efficiently clears out the residual water.

by about 5 ft, so I acquired an additional 3 colored wires, each 10 ft and 16 gauge.

The pump set me back around $150.00, with other supplies costing approximately $50.00. The setup time can fluctuate based on individual boats and some luck. If asked whether I'd take on this project again, my answer is a resounding yes. The dry bilge is certainly worth it. **—Jim Peta**, SV *Kids Money*, #6227

Note from Gerry Douglas, Tech Advisor:
The 1/2" vinyl tubing shown in the photos should not be used in any below the waterline applications, this is especially important when connected to a through hull that may be left open for extended periods.

Note from Catalina Yachts, Jon Ames, Tech Editor: I have used the Dry Bilge system successfully on other boats as well. Pay attention to the thru hull installation for the outlet, making sure to mount it above the heeled waterline or to use a vented loop to prevent back siphoning. Also, routing the AC condensation to a sump box or directly overboard will help keep the bilge dry.

Catalina 28 International Association

C28 Association
Technical Editor
Ken Cox

Fire Blankets

Every year you inspect the expiration dates on many safety items, flares, fire extinguishers... How about an inexpensive item that is always ready, what is it you ask? A fire blanket, hang it with in arms reach of the galley. For me I have a magazine rack next to the ice box/navigation station. Should a fire arise on the stove just reach behind, grab it, unfold it and lay it over it. Cheap, quick insurance for about ten bucks. Works on any type of open fire. For a galley fire also be sure to turn off the propane switch at the power panel. For an electrical fire shut off both the battery selector switch and the shore power breaker should it be on. Quick, simple, cheap.
–Ken Cox

Shore Power Cords

While on the subject of fire safety, now is a good time to inspect your shore power cord. You do inspect it don't you? Cut the power from shore, unplug each end do not rely on throwing the breaker alone. You should look it over, every time you pick it up or plug it in. Look at the socket as well. Do you see any discoloration, elongated holes, pitted pins? How does it feel in your hand, has this once solid feeling piece of rubber now seem limp and lifeless? If so, it may have some internal damage from overheating. What about cracks, splits, discoloration, cuts and abrasions. Is it the right length and gauge wire for the job? There is no sense using a cord that is too light or way to long as this adds head and creates damage. Any corrosion or charred spots are a sign of increased resistance and can overheat the cord and start a fire. The same signs inside the dock box should get your attention as well. A bad dock connection can damage a new cord in short order. Bring it to the attention of the dock owner.

Cords that receive heavy continuous usage from high amp equipment will have a shorter life span than one that is casually used. A/C's, refrigerators, space heaters, water heaters.....all draw a lot of amps and cords need to be inspected more often from heavy usage. If you have an inverter or generator, be certain that these are off as well.

Next inspect the receptacle of the boat, take the plug out or the back off, get it in good light and take a good look. Discoloration, corrosion, pitting, all can lead to an electrical fire as well as a loose connecting cord. Replace anything that seems suspect.

A good connection should have a firm and solid feel, if it doesn't find out why and correct it. The boat you save may be your own! **–Ken Cox**

Note from Gerry Douglas, Tech Advisor:
Shore power connections are a common source of fires, the author's advice to check the connections is important , also check the wire connection on the back of the connector for signs of discoloration from overheating. Remember to close the lid of the connector on board when disconnected to protect it from spray when underway.

Note from Catalina Yachts, Jon Ames, Tech Editor:
In addition to the good ideas shared here regarding shore power cords we would highly recommend adding an ELCI Breaker. *ABYC 11.11.1 An Equipment Leakage Circuit Interrupter (ELCI) or Type A Residual Current Device (RCD) shall be installed with or in addition to the main shore power disconnect circuit breaker(s) or at the additional overcurrent protection as required by E-11.10.2.8.3 whichever is closer to the shore power connection.*

It's a great safety upgrade and provides the opportunity to inspect and/or replace old wires that may have been heat hardened.

I Left My Battery on for 5 Days

This item shared from Michael Smalter, not all is always what it seems. **—Ken Cox**

I shared last month that I left "Battery 2" on for 5 days by accident and drained the battery down to 1 volt. I thought that the fresh water pump was involved at the time because when I switched to Battery 1 the pump ran continuously. I recharged the battery and it was doing OK until yesterday when it read 10.5 volts. I looked at my records, and the battery was 8 years old, so I decided to replace it. Note—Disconnect the solar panels before you disconnect the battery terminals or you can damage the controller.

After replacing the battery and reconnecting the solar, I noticed the solar controller was not recognizing the panel. At the beginning of the year, I had problems with the two-prong deck plug connection, but after cleaning the surfaces and spreading the copper cylindrical pins it worked fine. I exercised the plug today and got the controller to see the solar panel, but I was only getting 0.25 Amps of charge. I checked the panel voltage at the controller and it was only 13.5 volts. I checked the voltage going into the deck plug and it was 18 volts as it should be. (A 100-watt solar panel delivers about 5.5 Amps at 18 volts). So, it appears that I am getting a 4.5 volt drop in voltage at the deck plug, and therefore probably only getting 75% of the solar capacity to the battery. (I used #10 wire which should be less than a 3% drop)

The 10.5 volt reading I got today is actually the cutoff voltage for the power supply to my Engel fridge. So, the problem today was that my solar system was not functioning to its rated capacity and it couldn't keep up with the fridge. When I left Battery 2 on by mistake a month ago, I was a little surprised that the solar panel allowed things to get so low, as I thought I had enough solar to keep the Engel and all the electronics going 24/7. The fresh water pump seems to have been a red herring.

My solution was to replace the deck plug with a through deck electrical connector with a washer that will compress around the flat electrical cable. I will have a terminal strip (with cover) below the deck that uses tight screws to maintain a good electrical connection.

My advice to myself for the future is to check the input voltage and amperage to the controller whenever I have an issue with Battery 2.

Hope this helps someone troubleshoot a future electrical problem. **—Mike Smalter**

Opening Ports Upgrade

What started out as a search for screens for the two front opening Lewmar ports in the salon quickly escalated. The gasket needed to be removed to install the screen so that seemed ready for replacement, and the trim ring was yellowed and brittle too. Replacing all was close to $100. A Newfoundmetals opening port with screen was about $200, more substantial and a bit of "boat bling" to add to the cabin.

The hole for the original Lewmars was cut big with a bit less than 1/2 inch of aluminum sandwiching the cabin sides. That was bedded with butyl which was still pliable and working after 30 years. Installing the new ports took some careful drilling and Dremel cutting; it has an integrated seal so once cut it was just a matter of lining and tightening the screws. The owner of NFM suggested using teak trim rings since the cabin wall is only about 1/2 to 5/8 inch thick. The teak does set off the ports nicely.

Years ago I installed a Beckson opening port in the head sidelight and finally got around to putting another into the plastic over the galley.

All the ports have good screens now, with a Waterline design bug net over the forward hatch and a mosquito net from a baby stroller over the companionway I can finally use lights below without getting swarmed by noseeums, midges and mosquitoes. **—Denis**, *Brazen Article* #10, 1991 Catalina 28

Note from Gerry Douglas, Tech Advisor:
The port installation looks good and your choice was a good replacement and cost effective.

Association News

News That's Specific To Your Catalina

Catalina Fleet Rosters

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

CATALINA 36/375 FLEETS:

C36/375IA Board Member, Fleet Relations
byrontobin600@hotmail.com
#1, Santa Monica Bay, CA
smwyc06@gmail.com
#2, Long Beach
mbierei@pirnie.com
#3, Chesapeake Bay
wjhomes@zoominternet.net
#4, Puget Sound
rodj2@msn.com
#5, Long Island Sound
tjl2000@optonline.net
#6, San Diego
dmumby3@cox.net
#7, Lake Ontario
crew@ceibaone.ca
#8, New Jersey Coast
calypso36@comcast.net
#9, San Francisco Bay
jennai1@sbcglobal.net
#10, Gold Coast (Ventura & Channel Islands)
jshapiro@kirkhill-ta.com
#12, Punta Gorda, Florida
byrontobin600@hotmail.com
#14, Low Country (S. Carolina)
byrontobin600@hotmail.com
#15, Lake Texoma
byrontobin600@hotmail.com
#16, Texas Coast
byrontobin600@hotmail.com
#17, The Netherlands
e.scheffelaar@marineobjects.nl
NEW FLEET – Lake Huron / Cheboygan, MI
jenweber33@charter.net

CATALINA 34/355 FLEETS:

#1, San Francisco Bay
C34irvine1383@comcast.net
#12, Chesapeake Bay
fpoa34@aol.com
#13, Lake Lanier Georgia
toneydot@me.com
#14, Florida East Coast
bob@s-i-inc.com

CATALINA 30/309 FLEETS AND ALL CATALINA FLEETS WITH C30 MEMBERS:

#1 San Francisco Bay, CA
www.southbeachyachtclub.org
#2 Marina Del Ray, CA
800.501.1378
#3 Long Island, NY
http://www.l-y-n-c-h.com/IC30F3
#4 Lake Erie, OH
jpaint412@msn.com
#6 Seattle, WA Tacoma & South Sound, WA
http://home.earthlink.net/~catss
#7 Tampa/St. Petersburg, FL
AV8RSailor@verizon.net
#8 Long Beach, CA
http://www.cat30fleet8.com
#10 Galveston Bay
www.fleet10.com
#11 Chesapeake Bay, MD
www.sailccyc.org
#12 North Atlantic (MA)
www.allcatalinane.org
#13 San Diego, CA
www.sdcatalinaassoc.com
#18 Long Island Sound (CT)
www.saillisca.com
#19 King Harbor, CA
czamites@aol.com
#21 Chicago, Il
www.catfleet21.org
#22 Puget Sound, WA
www.capsfleet1.com
#24 San Pedro, CA
jerinbill@roadrunner.com
#26 Lake Texoma, TX/OK
512.835.8680
#27 Barnegat Bay, NJ
(no contact)
#28 Lake Ontario, NY
www.loca.ac
#29 Chelsea on Hudson, NY
salcerniglia@optonline.net
#30 Hampton Roads, VA
http://fleet30.org/index.htm
#31 Clinton River, MI
drpost6290@yahoo.com
#32 Lake Lanier, GA
rrose@deltaenv.com
#35 Southwest Florida
(see Fleet #7)
#36 Lake Perry, KS
913.677.3143
#37 Vancouver Island, BC
gm@bonnor.com
#38 West Michigan, MI
http://www.lmca.com/
#40 Lake Pleasant, AZ
602.867.0650
#42 Cheney Reservoir, KS
thegreenwoods@sbcglobal.net
#44 Santa Cruz, CA
clubmanager@scyc.org
#45 Columbia, SC
szymanskim@msn.com
#46 Grapevine Lake, TX
atanua.sail@gmail.com
South Shore Yacht Club, Milwaukee, WI
http://2011ic30anationalregatta.com
Other regional C30 Fleets

CRACA Columbia River, OR
celtic-myst@attbi.com
KLACA Kerr Lake
doncourtney1@aol.com
OSCA Rhode Island
www.oscafleet.org
SBCYA Long Island, NY
www.sbcyc.org
CSMB Santa Monica Bay
millerjonathon@mac.com
Lake Hefner, OK
bluwater30@cox.net
Fleet #69, Austen TX
http://www.catfleet69.com
GC3, Alabama
GulfCoastCatalinaCruisers.com

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.

Catalina 34/355 International Association

Secretary's Report

C34/355 Association Secretary Stu Jackson

C34/355IA Membership dropped to 450 from last quarter's 510, and includes 28 C355s.

2023 Canadian Catalina Rendezvous

The Rendezvous was held at Telegraph Harbour Marina on Thetis Island in the Gulf Islands on Friday, July 9th to Sunday, July 11th, with 17 boats in attendance. Our hosts, Rob and Sheri Johnson on their Catalina 30, Morning Wings, again put in a tremendous amount of hard work to make this another successful event, much appreciated by all attendees. I hadn't attended since 2019 because of covid and last year my unsuccessful appointment with a diver to clean my prop – he pulled his back out the day he was to work on my boat on the day before the rendezvous, so I missed 2022. It was great to return and see many old friends and make new ones. One couple reminded me that they had attended their first rendezvous because Les Troyer (C36 Commodore, Mahalo) and I had dinghied up to their C34 at another anchorage a few years ago and asked if they were going and they had said, "What's a rendezvous?" They'd been attending since and we had dinner together on Saturday night.

The festivities began Friday afternoon with the wine & beer tasting on the picnic area on the expansive lawn. The harbour has new owners and everything remains shipshape. For this evening's event though there was a brand new element introduced. One of the new staff members is an Elvis Impersonator. After an interesting introduction by cavorting around the group, he took his place behind his electric piano and gave us a wonderful concert for almost an hour. He mixed other 70s tunes in with the Elvis "regulars" and there was lots of singing along and dancing.

Saturday events started with a nice and quiet group breakfast up on the marina lawn/deck. Later there was the always humorous dinghy races and a few skippers and crews hiked to the nearby local grocery/arts/farm market. Our traditional potluck dinner was held under the roof in the pavilion, and a couple of volunteers grilled the choices we all brought with us. After dinner Sheri & Rob hosted the popular gift exchange. New to me and perhaps new this year, in addition to the traditional popular gift exchange, Pacific Yachting/Specialty Yachts provided each boat with a gift bag; mine held a collapsible bucket, a wind-up flashlight, a stainless steel insulated coffee mug, and the large sturdy canvas marine bag itself. Also thanks to Industrial Plastics and Paint, The Boatshed Grill, Telegraph Harbour and Jet Sportswear for their donations. There were so many prizes, that every boat was able to get at least one prize. Sunday saw us all take our leave after yet another fun Canadian Catalina Rendezvous.

Many thanks to Rob & Sheri Johnson for organizing this great event. Rob reports that next year the rendezvous will be held from July 12th to 14th, 2024.

Trust you had a fun-filled 2023 and are planning ahead for 2024. And, as always, many thanks from all of us to all of you for supporting the C34IA.

–Stu Jackson, #224, *Aquavite*

Catalina 30/309 International Association

Vice Commodore Report

IC30A Vice Commodore
Rod Worrell

Greetings fellow Catalina 30 and 309 Association members and families,

I hope your 2023 sailing adventures were everything you dreamt of and beyond. Here's a quick update on a few crucial matters:

First and foremost, many of you already know that our beloved Catalina 30's were first unveiled to the world by Frank Butler in 1974. Yes, you've done the math right – 2023 marks the 50th anniversary of this design, and its legacy remains unshaken. To honor this momentous occasion, I want to extend a special gratitude to Jim Sobolewski, captain of Fleet 1 in San Francisco. Post the 2021 National Regatta, Jim swiftly stepped up to our call, and with the persistent efforts of Lorianna Kastrop, their treasurer, Fleet 1 has graciously agreed to host the 2024 Catalina 30 National Regatta and the grand 50th Birthday Party! Do pencil in September 27 – 29, 2024, and plan to join us at the South Beach Yacht Club. Whether you're coming with your polished Catalina 30 team, captaining a borrowed vessel, or joining the crew to embrace the competitive spirit of racing in the scenic San Francisco Bay, make sure you're there. Plus, expect a myriad of festivities at the party! Keep an eye out for more details either in the upcoming Mainsheet or on the Catalina30@groups.io forum and the South Beach Yacht Club website.

In other association news, our steadfast commodore, Rick Caselli, has decided to step down. Also, as many of you are aware, we lost our cherished treasurer, Max Munger, earlier this year. I've taken up the dual roles of interim treasurer and vice commodore. There's also a buzz that Secretary Dick Gunnell might be contemplating retirement. I'd like to recognize Ken Kloeber for diligently addressing all your queries on the Catalina30@groups.io forum and Michael Dupin for his consistent updates and technical notes for Mainsheet. As we navigate the next half-century of our association's journey, we're scouting for fresh faces and ideas for the IC30A leadership. If you're interested in leading our community forward, please reach out to me at rworrell@worrelldesign.com and let's discuss your desired role. We believe, with your support, 2024 will be a year for the history books!

—Rod Worrell, 1979 Dixie #1337 TRBSFK, IC30A/309A, 10705 Briar Forest Drive, Houston, TX 77042, Email: IC30ASSN@gmail.com, Website: www.catalina30.com

Atlantic Crossing Norfolk to Horta and Madeira

By Dick Marsh, Bluebird, C30 Hull 2230

Bluebird was hauled in Madeira August 3rd for summer storage. The marina manager stepped off the Travelift and slapped the waterline hard. He looked over and said "good boat, solid boat". The next day, the rigger, a Frenchman, came to look at a chafed spot on the jib halyard. He slapped the waterline hard and said "good boat, solid boat". Solid boats are less prone to flexing in the ocean, he said, so easier to tune.

We have sailed Bluebird for 32 of her 42 years. In that time, the average size of cruising boats has jumped from our 30 feet to 40 feet and beyond. Our friends have moved up to C47s, and

love them (and single hand them). The C30 has many friends.

Bluebird is a classic C30 fin keel with the Edson wheel steering of the period and the racing and shower water packages. Those packages mean an extra pair of winches for spinnaker sheets and a mast track and spinnaker pole and its rig for wing on wing; and a second ~25 gallon water tank for the hot and cold water and shower. We added a 35 gallon flexible tank under the quarter berth. The boat was built with a tiller so it is easy to rig emergency steering.

Bluebird is happy on the ocean. In the 23 days and 2300 nm of Atlantic crossing from Norfolk VA to Horta in June and July, there were two rough nights off the US east coast, one day of motoring, and nearly three weeks of lovely easting along 40 N with southwest 10-15 kts. That's what I signed up for – sailing for days for the pleasure of sailing, just tweaking the vane.

From Horta, we sailed ESE 150 nm to Ponta Delgado, on Sao Miguel, another Azores island, and then 500 nm SE to Madeira, which is 400 nm short of Morocco. All of these islands are Portuguese. The food was wonderful and not expensive. The docks were very reasonable by US standards. People were friendly and very helpful.

Those two rough nights, with a steady 25kts, she was comfortable, if a bit wet, with 3rd reef and staysail. I had rigged a staysail from a tang on back of anchor locker to a bail on mast that supported the staysail halyard and the pole topping lift.

Offshore, Bluebird behaves well with the Hydrovane steering. The belt-driven wheel pilot cannot long function in any kind of swell. But swell means wind so the two alternated nicely. We have a soft dodger and a bimini with two 200 watt solar panels above. The hard dink, a Dyer Mini, is strapped to the foredeck with a trucker's 2" ratchet strap and dedicated u-bolts in the deck.

Knowing the boat well, I was happy to single hand for the crossing. There are encounters with freighters, notably in the sea lanes to Boston and New York and to south Florida and Louisiana for tankers, and to the Mona Passage for Panama. I saw only a couple other yachts.

I had fitted external buzzers to both the chartplotter at helm and the one in cabin. Those buzzers well announced AIS targets with a CPA (Closest Point of Approach) of 2 miles. At night, I got up to look around at least every two hours. There were few nights without waking to an AIS alarm to have a look and watch a freighter pass.

Occasionally I would call a nearby freighter to confirm the bridge saw my

CATALINA 30/309 INTERNATIONAL ASSOCIATION

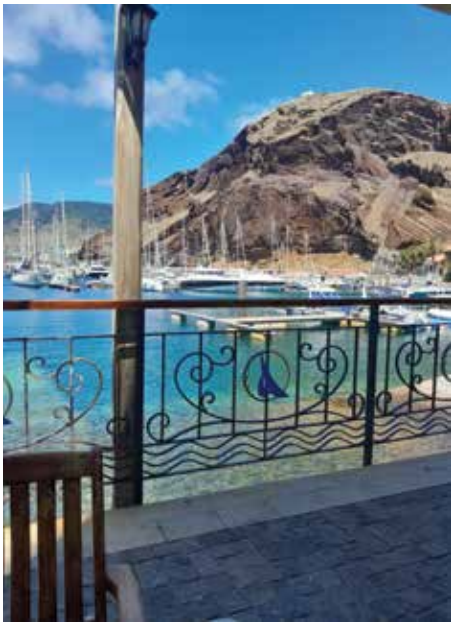
(continued from previous page)

AIS, and that the VHF was working. One bridge was especially pleased to also see me on radar. That three part radar reflector really works.

Bluebird has digital radar, which can sound an alarm, and an SSB. The SSB will see more use on the return from Canaries to Lesser Antilles. The Iridium GO! fed an excellent tracking blog and offered phone, text and limited email. The tracking blog was much appreciated by family and friends.

In May, Starlink confirmed coverage for offshore users and I went for it. I do have clients. The ability to tune in for an hour a day at 100 mps is too good to forego. Starlink does eat amps, but for an hour or two, that is not a problem.

For weather, I took the advice of a professional weather router as well as my own experience with online navigation resources. There are both a life raft and ePirb and long list of safety gear and upgrades. The preventer is run



from a strop on the end of the boom to a block ahead of the bow cleat and back to a secondary winch.

What next? One must wait out the hurricane season before diving south from the Canaries to the Verdes and then following wind and current to the Antilles. So I plan to return to Madeira in mid-December and work my way to, say, Martinique, in early February. That would put me on track to complete the Atlantic Circle before the next hurricane season.

Author Bio: Dick and Tina Marsh have sailed C30 Bluebird for 30 years ranging from Bar Harbor to the Bahamas. Most of the time Bluebird was moored in Norwalk CT. We sailed vacations and weekends with our two daughters. In 2002, we four sailed and motored into Lake Ontario, Montreal and home by way of Lake Champlain. Moving to North Carolina, Dick and Tina have lingered in the Chesapeake and Maine and Bahamas. Before 2020, Dick navigated for ten years for a C&C38 in ocean races from Annapolis to Halifax including three Bermudas. He has held a 100 ton master license for twenty years.

Catalina 28 International Association

Don't Be That Guy!

On a recent trip to the islands, I was swinging on the ball and chain and saw this beautiful boat, about seventy feet long and maybe five hundred feet away. I'm not sure what it was but it seemed to be almost new if not new. I assume it was the owners on deck a husband and wife and he was sliding into a climbing harness preparing to go aloft. She was at the ready and I was actually wondering if she was really going to crank him up, stupid me, with a push of a button he slowly went up the mast, all the way to the top. He was there a short while and she brought him back down, he had forgotten something it seems. Perhaps he should have taken up a line attached to a bucket and planned better. And while I was at it, I noticed there was no back up line, but then she would have had to tend that as well. But, OH Well! It was a new boat and he apparently had a great deal of confidence in her as well as those new halyards. I mean, nothing new ever breaks right?

I sat there, eating a snack, enjoying a cold soda and watching them from time to time. A short time later he was coming down again I figured he just had to replace a bulb or some small job. About a third of the way down, he just sort of stopped, then back up just a couple of feet and then, nothing! I could see them talking and gesturing and soon I could hear their voices but not what was said, he seemed to become a bit frantic and then so did she. He seemed to be stranded between the 2nd and 3rd spreader. Both suspended in time and air.

A man came over at a quick pace and went on board, he was looking at the winch so I assumed it had over-wrapped on her and she had no idea what to do. A conversation ensued and was becoming a bit more frantic.

Several things went wrong for them.

Apparently, they were new to the boat at least, did not have adequate help in my mind's eye, perhaps not a clear plan and communication as well as not enough experience to know what to do with it all went up in smoke. Soon a crew from a nearby boat came by, one went to the winch to try and clear it but to no avail, four others hauled away at the line and got some slack into the halyard, another got the halyard cleared and suddenly the man dropped downward about six feet or so to a sudden jerk! Not sure how it felt to him but I was a bit startled. With a proper tail'er and a man slipping the line they managed to bring the man down. I think the new owners learned a very valuable lesson some things on a boat can be unforgiving to say the least.

I think I could write a novel on all of the mast related incidents I have seen or heard of over the years.

At the club I belong to a newbie needed to just change his masthead light, no tools required, just a bulb and get a crew up there. He was being assisted by a more seasoned sailor or so the impression was. Again, a climber's harness was used, their so comfortable you know. Somewhere in the process he ended upside down, passed out and the crew finally got him back down on deck. This could have been a disaster, a very bad disaster.

Most people believe the primary task at hand is to get the crew up there get the repair made, quickly, but that is really the secondary task. The primary task it getting crew aloft and back down, safely, uninjured and in one piece! PERIOD. Everything else is secondary. I guess I'm getting old and picky, but then, maybe that's why I got old!

I know you read all the time about those as sea solo, going aloft like it is no big deal. Well, when you have thousands of sea miles and dozens of trips aloft the odds are in your favor but things can still go wrong.

I'll share with you some of my personal beliefs. If it is more than a very simple job aloft, I always recommend bringing the mast to the ground. All jobs aloft take more time than anticipated, always and things can go south in a heartbeat! If you absolutely must go aloft, use a proper bosuns chair, be sure it fits and is not weathered and looking like it came from a dumpster. Tie your tools to the chair to avert killing someone if you drop it. Think of the dent a 2 lb hammer would make in your boat deck and it's harder than your head. Do not be below the man aloft and don't take your eyes off of him. If he drops something there is not time to warn you. Always use at least two good lines, the lift line and a backup/ safety line. Make sure at least one of your deck crew is seasoned and knows what to do if things go wrong, like an overwrap, very common on decent. Have a line attached to the chair that is attached to a bucket on deck to get the things that are forgotten, save a wasted trip. Something else that comes up can change what you need. Depending on what equipment you have on deck you should have at least two on deck. If you're up and the only person on deck is raising you aloft and they have a heart attack, what are you going to do about it? Try to have 2 on deck, 3 is better. Make sure you use two lines, the lift line and a backup safety line, inspect both well before going. Electric winches are actually more dangerous than a manual winch, you have no feel or sense of what is happening, especially on decent. Most problems are encounter on the decent, not the lift. And if you induce slack into a line, it most likely will give you issues. Both lines should have tension, always, both the lift line, the most tension, the backup line, just enough to keep the slack out. This helps to prevent overrides. Make sure that all crew understand what their job is, who in charge and makes the calls. It's not a good time to discuss the game, all eyes should be on their job and aloft, thing happen quickly, things get away and dropped trying to catch them is not always a good call. If you have a jam cleat, use it, lock it on the lift, release it, fully on decent. If there is no jam cleat use a deck cleat and make that part of the tail'ers job. Have a tailer for each line if possible. Keep all slack out both going up and down. More problems are encounter coming down than up and most of the time this is due to slack in the line coming down. Have a way to secure both lift lines while the crew is at the top. Don't rely fully on the finger on the winch. Maybe tie it off at a cleat. The man aloft should have a climber's strap like used by linemen. This keeps you from swinging side to side, give you something to push against to steady yourself, lets you lean back for better visibility and should all support lines for some freak reason fail, this will naturally slow you down as well as you can squeeze it to slow it more but this almost has to be a reaction as it happens so fast, but this line can save you but it's still going to hurt, you may get jerked at a spreader, a radar dome a light, a spinnaker pole cleat, whatever it will be a sudden stop but not a free fall the lesser of two evils. The climber should have a sling for tying in at the top as long as he is working there and you never know what you're going to run into.

I have seen guys go up and then change the pully that lifted them, I'm not that guy! What if you drop the clevis pin, a bushing or bearing? Now you have to come down on your back up and are only supported with one line! Don't be these guys. Before you ever leave the deck, visualize the job from start to finish and be sure you can solve any unknown before going. The parts you need, the tools etc. Once you completed your tasks for sure, take a good look around and enjoy the view, satisfying, isn't it? **—Ken Cox**, *Acadia* #317

Catalina 22 National Association

Association Editor Report

C22
Association Editor
Rich Fox

The Notice of Race and Sailing Instructions for the 2024 Catalina 22 National Championship Regatta are expected to be available on the Catalina 22 National Sailing Association's website (catalina22.org) before the Thanksgiving holiday. The event is scheduled the week of June 8 to 13 on Anchor Bay / Lake St. Clair, Michigan which is located approximately 30-minutes north of Detroit. With the support of Catalina 22 Fleet 130, the event will be hosted by the North Star Sail Club. A little factoid – the 2024 Catalina 22 Nationals will be held north of Canada.

The Catalina 22 National Sailing Association has held a national championship regatta every year since 1973 except for 2020 due to the global pandemic. The event is open to owners of any of the four models of Catalina 22 (Original, New Design, MK-II, and Sport) who may sail in any of three fleets – Gold (Championship), Silver, and Spinnaker. Skippers racing in the Spinnaker Fleet must also be registered to race in the Gold Fleet or Silver Fleet.

The Catalina 22 National Sailing Association is pleased to launch the availability of the new "Welcome to Silver Fleet" publication as of October 1. With over fifty pages of content, this new PDF publication got its start at the June 2023 C22NSA Board meeting in Arkansas when Vice Commodore Ron Nash made an argument for the need to build-up the White Fleet at the Catalina 22 National Championship Regatta. The "Welcome To Silver Fleet" publication provides a boatload of tips for anybody new to racing and who wants to get started in racing their Catalina 22 at the national level.

The "Welcome to White Fleet" as a standalone publication is also available on the Association's website.

- Go to catalina22.org.
- Select "Resources"
- Select "Racing Tips"
- Select "Welcome to White Fleet"

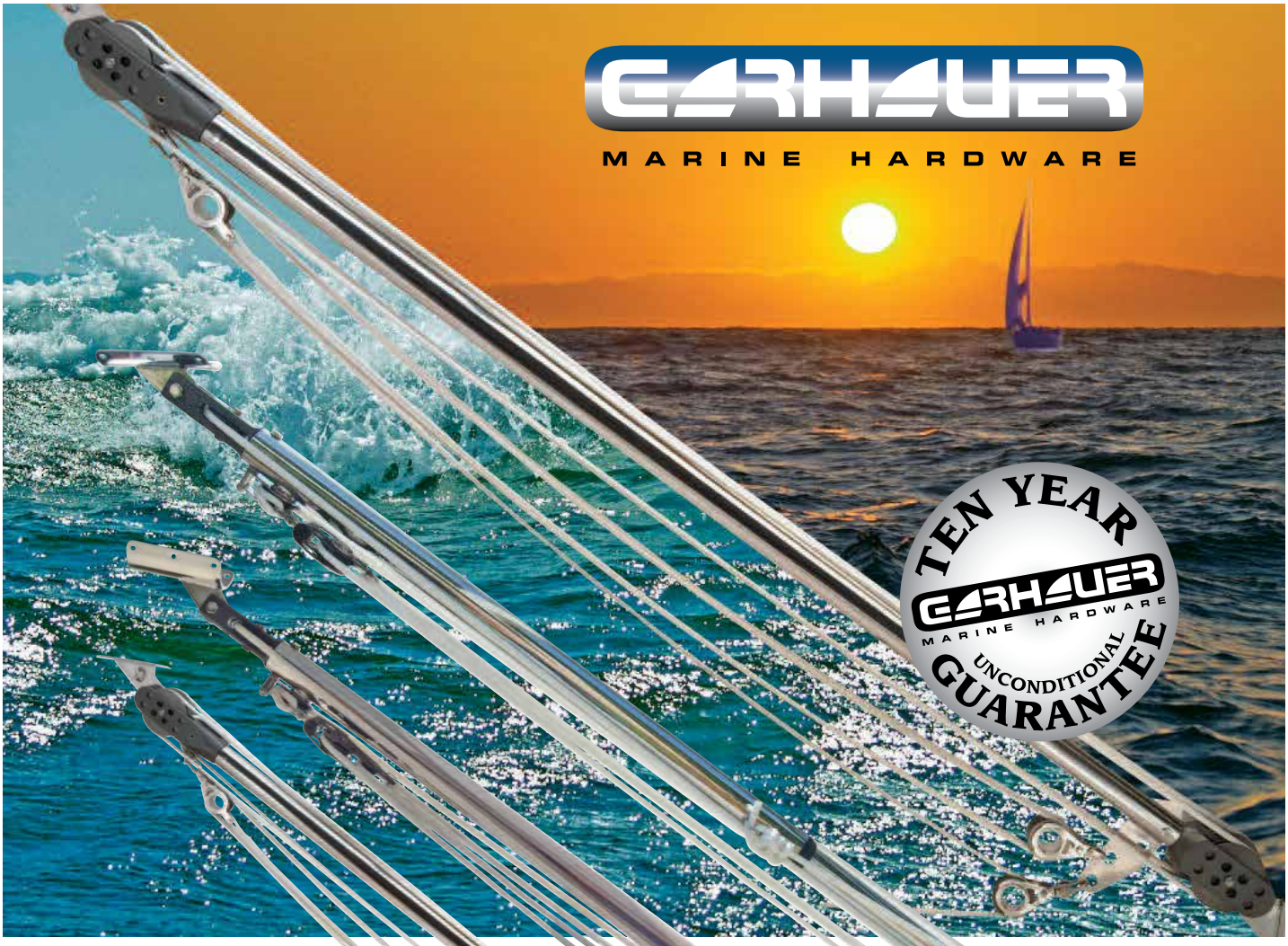
Whether you race or cruise aboard your Catalina 22, the Catalina 22 National Sailing Association maintains several other publications on the catalina22.org website including:

- Catalina 22 Buyer's Guide
- Catalina 22 History Book
- Catalina 22 Destinations
- Catalina 22 Parts Catalog, Drawings and Measurements
- Northern Gulf Coast Cruise Stories
- Catalina 22 Technical Manual with 2014, 2017 and 2019 Updates

If you have a Catalina 22 regatta or cruising event scheduled for the coming year, please send me your announcement, Notice of Race, or other information so I may help publish the event on the catalina22.org website.

The Catalina 22 National Sailing Association is pleased to launch the availability of the new "Welcome to Silver Fleet" publication as of October 1.

GARHAUER MARINE HARDWARE



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RV20-1 DX **- boat size: 28-44 ft. Length: made to order. Tube diameter: 2″ Custom fittings for mast and boom.**
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RV25-1 **- boat size: 45 ft. and up. Length: made to order. Tube diameter: 2-1/4″ Custom fittings for mast & boom.**
$1013.10 (usd)

GARHAUER MARINE HARDWARE

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