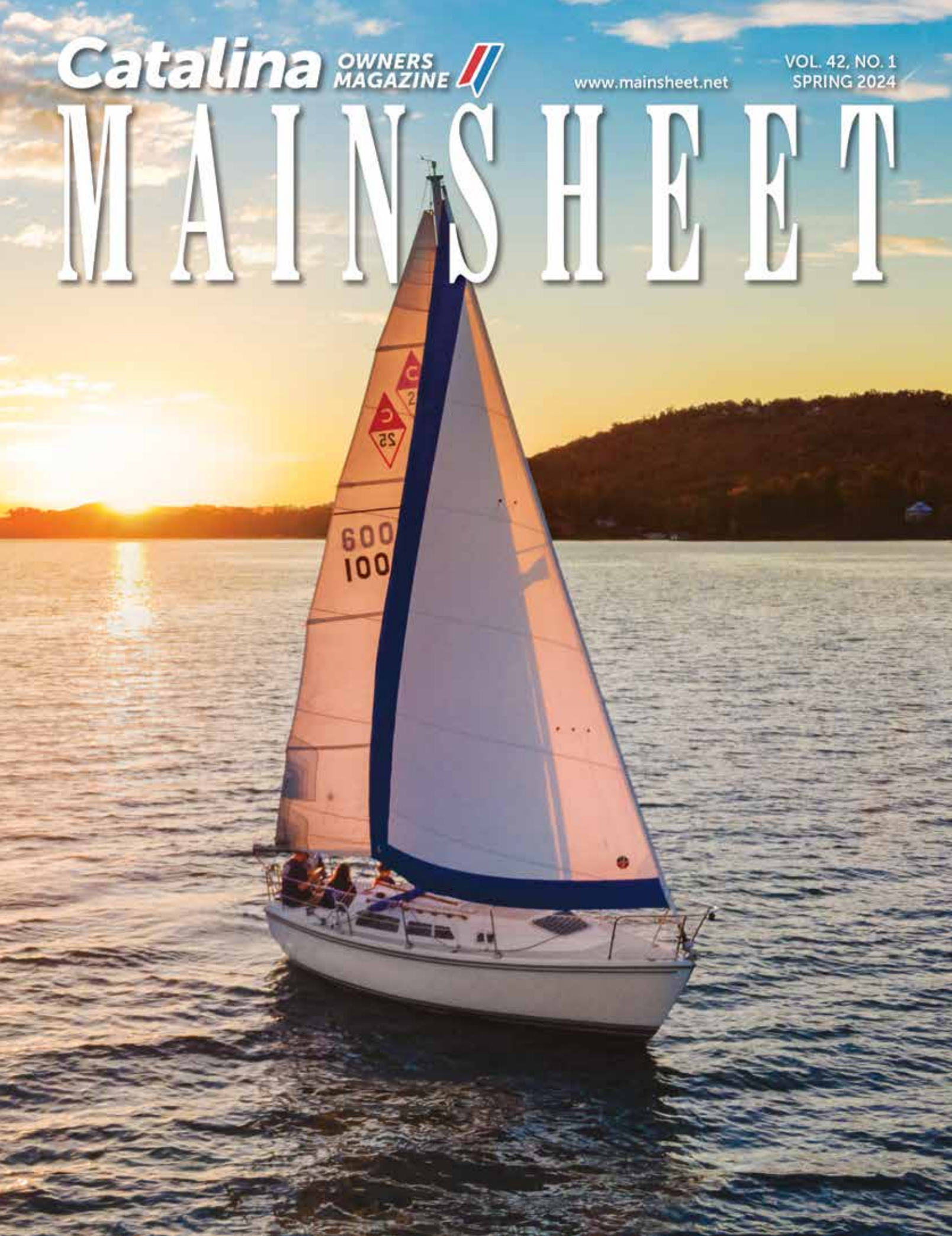


Catalina OWNERS
MAGAZINE 

www.mainsheet.net

VOL. 42, NO. 1
SPRING 2024

MAINSHEET





EXPLORE

CHART YOUR COURSE FOR ADVENTURE WITH GARMIN SAILING TECHNOLOGY

GARMIN

© 2023 Garmin Ltd. or its subsidiaries.

SPRING 2024

Volume 42 • Number 1

COLUMNS:

8 FROM THE FACTORY
BY JON AMES AND THE
ENGINEERING CREW AT CATALINA

12 FAIR WINDS
BY BARBIE QUINONES [CM440]

14 VIEW FROM THE BRIDGE
BY TRISH BRANTINGHAM [C30-309]

FEATURES:

**16 ARE YOU PREPARED FOR
NAUTICAL EMERGENCIES?**
BY CAPTAIN JOHN D. HOOPER [C400]

Solid planning and foresight are key to
your boating enjoyment and survival...

20 FIDDLER'S GREEN MOVES NORTH
BY MARK COLE [C320]
Fiddler's Green got to cruise the waters
around Tacoma for 5 years. Our favorite
overnight was to Quartermaster Harbor...

TECH NOTES:

24 From Association Technical Editors.

ASSOCIATION NEWS:

42 Stories and news that's specific to your
Catalina sailboat.

Mainsheet magazine is also available as a
password-protected digital download in
PDF format. Download this issue today!

WWW.MAINSHEET.NET

Spring 2024 • Password: S421



8



12



20

EDITORIAL:

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

Publisher

Jim Holder
3504 Amberley Trail
Evans, GA 30809
Phone (706) 951-4282
Fax (706) 651-0533
cv.jholder@mainsheet.net

Editor

Carol VandenBerg
3504 Amberley Trail
Evans, GA 30809
Phone (706) 951-4282
Fax (706) 651-0533
carol@mainsheet.net

Technical Material

Technical articles published herein reflect the opinion and experience of the individual author solely. Catalina Yachts, *Catalina Mainsheet*, the National Associations and their Editors and the authors are not liable or responsible in any way for their contents or consequences.

Tech Editor

Jon Ames
jon@catalinayachts.com

Tech Advisor

Gerry Douglas
gerard.douglas@gmail.com

PRODUCTION:

landisproductions LLC

1911 Huguenot Road
Suite 301
Richmond, VA 23235
(804) 897-0495 phone

email:
david@landisproductions.com
website:
www.landisproductions.com

SUBSCRIPTION INFORMATION:

SUBSCRIPTION to Catalina Mainsheet is available through payment of your Association dues.
See page 4 for details.

MOVING?

POSTMASTER:

Send address changes to Catalina Mainsheet, 3504 Amberley Trail Evans, GA 30809

SUBSCRIBERS:

Send address changes to your association. See page 4 for addresses.

ADVERTISING:

To reserve advertising space contact

Jim Holder
3504 Amberley Trail
Evans, GA 30809
Phone (706) 951-4282
Fax (706) 651-0533
cv.jholder@mainsheet.net

Advertisement of items in Catalina Mainsheet does not imply endorsement by National Associations.

Share Your Stories with Us!

***Mainsheet* is the official magazine of Catalina Yachts sailboat owners — read by thousands around the world.**

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

SUBMISSION DEADLINE DATES TO YOUR ASSOCIATION:

March 1st, June 1st, September 1st and December 1st.

Visit the association's websites for full lists of association officers.

All Catalina Association Fleet 21, Chicago Region

Association News & Tech Notes: Dave DeAre, 630-842-8544, ddeare34@gmail.com

Catalina 470 National Association • www.catalina470.org

Association News: Julie Olson, voyagerC470@yahoo.com

Tech Notes: Joe Rocchio, jjr@onward.ws

Catalina 4 Series Association • www.catalina4series.org

Association News: Bruce M. Whyte, MD, 404-402-3357 (c), bmwhyte47@gmail.com
Jessie Mackelprang-Carter, sv.theredhead@gmail.com, (440 News)

Tech Notes: C400 Hulls: Tom Sokoloski, 860-316-5437 (h), 860-614-6758 (c), tomsoko@gmail.com
C42 Hulls: Position Open
C425 Hulls: Position Open
C440 Hulls: Position Open
C445 Hulls: Position Open

Catalina 380/385/387/390 Int'l Association • www.catalina380.org

Association News: Kathy Ahillen, kahillen@comcast.net

Tech Notes C380, C390 Hulls: Jim Turner, jimturner@comcast.net
C387 Hulls: Position Open
C385 Hulls: Position Open

Catalina 36/375 International Association • www.c36ia.com

Association News: Position Vacant

Tech Notes C36 Pre Mk II Hulls: Leslie Troyer, leslie@e-troyer.com
C36 Mk II Hulls: Position Open
C375 Hulls: Position Open

Catalina 350 International Association • www.catalina350.com

Association News: George Thor, (585) 794-3108, outlander.35@outlook.com

Tech Notes: Jason Crew, jason.crew@gmail.com

Catalina 34/355 International Association • www.c34.org

Association News: Jack Hutteball (Fleet 5), jhutteball@comcast.net

Tech Notes: John Nixon, c34hull728@gmail.com
(Associate Technical Editor): Ron Hill (Fleet 12), ronphyllhill@comcast.net

ABOUT OUR COVER:

WWW.MAIN SHEET.NET

The Eldredge family sailing their Catalina 25 Ocean Liner on Lake Guntersville, AL.

Photo by Kav Eldredge.



Catalina 320 International Association • www.catalina320.com

Association News: Mark Cole, 253-446-9003, boatnboot@me.com

Tech Notes: Jason Reynolds, jereyns@hotmail.com

Catalina 310/315 International Association • www.catalina310.org

Association News: Position Open

Tech Notes: Jesse Krawiec, jessek65@gmail.com

Catalina 30/309 International Association • www.catalina30.com

Association News & Tech Notes: Michael Dupin, dupin.catalina30@yahoo.com

Catalina 28 International Association • www.catalina28.net

Association News: Position Open

Tech Notes: Ken Cox, kenneth_cox@sbcglobal.net

Catalina 27/270 • Now part of International All Catalina Alliance

Catalina 26 National Association • www.members.tripod.com/capri26

Association News: Position Open

Tech Notes: Position Open

C25/250 & Capri 25 Int'l Association • www.catalina-capri-25s.org

Association News: Brian Gleissner, mainsheet@catalina-capri-25s.org

Tech Notes C25 Hulls: Seth Martin, catalina25tech@catalina-capri-25s.org

C250 Hulls: catalina250tech@catalina-capri-25s.org

Capri 25 Hulls: Position Open

Catalina 22 National Association • www.catalina22.org

Association News: Rich Fox, 317-815-8599, rich_fox@yahoo.com

Catalina 15 National Association

Association News: c/o Mainsheet, cv.jholder@mainsheet.net

EDITOR'S BARQUE



Mainsheet



Catalina Mainsheet is a magazine for owners and sailors published four times a year to further

enjoyment of being on the water as an owner or crew. *Mainsheet* exists with your contribution of your adventures and knowledge of sailing. The tech section is approved by Catalina Yachts for accuracy. Join us and be a part of *Mainsheet* with your experiences. One thing that is always welcome, are photos for the cover. Welcome aboard!

Jim Holder, Publisher
cv.jholder@mainsheet.net

Carol Vandenberg, Editor

David Landis, Production
david@landisproductions.com

**Membership
has its
benefits!**

Join an Association or Renew Your Membership

THERE ARE TWO WAYS TO SUBSCRIBE TO MAINSHEET MAGAZINE:

- 1 Contact your association directly to join an association or to renew your membership. If you are paying by check, make it payable to your Association.**

Association members enjoy a wealth of benefits to make the most of your sailboat purchase, including a subscription to *Mainsheet* magazine!

Associations are designed to enhance the enjoyment of owning a Catalina in a number of ways. They are composed of members worldwide who are all committed to Catalina sailboats and seek the camaraderie and support of like-minded individuals. Members include racers, cruisers, weekenders, hobbyists, and all manner of Catalina sailors. In areas where many Association members live near each other, Associations often help facilitate local fleets, whose local participants support one-another and encourage participation in local events and activities. Visit your boat's Association website today to learn more!

Catalina 470

www.catalina470.org

Catalina 470
7030 Balmoral Forest Rd.
Clifton, VA 20124
Annual Dues: \$25 (US Funds)

**Catalina 4 Series
445, 440, 425, 42, 400**

Catalina4series.org

Catalina 4 Series
23 Plumrose Ct.
Portland, CT 06480
Annual Dues \$25.00

Catalina 380/385/387/390

www.catalina380.org

Chris Toole
25 Baycrest Drive
Rochester, NY 14622
Annual Dues: \$25
Two years: \$48
Outside US: \$35 (US funds)
Outside US two years: \$68 (US funds)

Catalina 36/375

www.C36IA.com
[www.Catalina36.org/
about/member](http://www.Catalina36.org/about/member)

Membership
Cyndi Van Herpe
membership@catalina36.com
6008 Abington Park Drive
Glen Allen, VA 23059
Annual Dues: \$35
Three Years (includes CD): \$95
Supporting Member
(no Mainsheet): \$25

Catalina 350

www.catalina350.com

Neville Edenborough
Catalina 350IA
c/o PO Box 874
Niceville, FL 32588
Annual Dues \$25

Catalina 34/355

www.c34.org

801 Frayne Road
Mill Bay, BC
V0R 2P4
Canada
Annual Dues: \$25
Two years: \$45

Catalina 320

www.catalina320.com

Bill Culbertson
2919 Ward Court
Ann Arbor, MI 48108
Annual Dues: \$30

Catalina 310/315

www.catalina310.org

Curt Sawyer
287 E. Highland Ave.
Atlantic Highlands, NJ 07716
Annual Dues: \$24
All Others: \$28 (U.S. Funds)

IC30A/309

www.catalina30.com

Membership
IC30assn@gmail.com
IC30A
c/o PO Box 611
Mayo, MD 21106
Annual Dues:
\$30 US / \$35 Other
Two Years: \$55 US / \$65 Other
Associate Member/
No Mainsheet: \$15 US

Catalina 28

www.catalina28.net

Catalina 28
c/o 1075 Klem Road
Webster, NY 14580
Annual Dues: \$20
Canada/Mexico \$24 (US Funds)
All others \$27 (US Funds)

**Catalina 25/250 &
Capri 25**

www.catalina-capri-25s.org

Russ Johnson
PO Box 1551
Davis, CA 95617
Annual Dues: \$22
All Others: \$28 (US Funds)

Catalina 22

www.catalina22.org

Dora McGee
3790 Post Gate Drive
Cumming, GA 30040
Annual Dues: \$39.00
Associate Member/
No Mainsheet Dues \$25.00

- 2 If you're not quite ready to join an Association at this time, you can subscribe to Mainsheet Direct.**

1-year subscription to US locations: \$20 • Make check payable to EAGLE LTD. and mail to Jim Holder, 3504 Amberly Trail, Evans, GA 30809. You can also subscribe to *Mainsheet Direct* with a credit card at www.mainsheet.net



YANMAR

*The global standard in
sailboat propulsion.*



YANMAR JH-CR SERIES

40 - 45 - 57 - 80 - 110 MHP

PROVEN MARINE TECHNOLOGY

www.yanmarmarine.com

SAIL ALASKA

Sail Away with Captain Blain and Monique this summer for an unforgettable Alaskan adventure.



Sound Sailing is proud to be one of the few companies selected to offer charters in Glacier Bay National Park under a permit in the Tongass National Forest and Alaska State Marine Parks.

Accommodating a maximum of six guests and offering various itineraries, customized trips are created to match your interests. Personalized provisions according to your preferences are always on board, and our specialty is fresh seafood that we catch along the way!

S/V BOB, a Catalina/Morgan 50, is modern, roomy, and comfortable, fully equipped for your safety and comfort. Charters include three private guest cabins, each with a large double bed and a private head and shower. Our captain is a licensed US Coast Guard Master, a trusted Sitka local, and a 25-year Alaskan resident.



Sound Sailing - S/V BOB • Sitka, Alaska • (907) 887-9446
www.soundsailing.com • capt.blain@soundsailing.com

SCHAEFER
LEGENDARY STRENGTH



The Best of Both Worlds

Schaefer's Patented articulating mast track enables you to reef or furl on any point of sail from the safety of the cockpit. Enjoy a fully battened sail that doesn't compromise performance for safety. The Best of Both Worlds!



Learn More from Our Video Gallery
@ SchaeferMarine.com



The perfect alignment between the articulating Luff Track and gooseneck is made possible by our computer machined aft furling drum. Machining details allow us to place Teflon™ ball bearings in each end fitting reducing friction.

Details make the difference. Machining our goosenecks from 6061-T6 aluminum ensure strength and reliability for years of trouble free service.

SCHAEFER
LEGENDARY STRENGTH

508.995.9511 SCHAEFERMARINE.COM

From the Factory:

Catalina Factory Spotlight Spring 2024

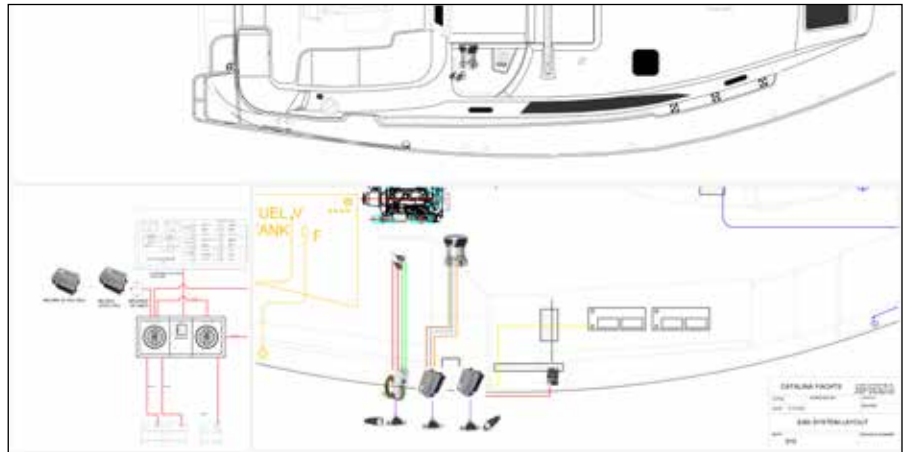
By Jon Ames and the Engineering crew at Catalina

Hello and greetings from Catalina Yachts in Largo Florida. We are excited to have an opportunity to share with the Catalina family the events and happenings behind the scenes at the Catalina plant. This will be a regular feature and will consist of introducing some of the key people that have been involved in building the Catalina boats that we all love sailing and spending time aboard. We will also share a story or two of what has been happening on the engineering and production side of the factory, along with any interesting updates or specials from the parts department and Catalina Store.

I welcome any feedback and comments and requests for information or updates. Thank you again to everyone in the Catalina extended sailing family as we take you on a visit to the factory.

Catalina 315

On the production and engineering side we have a few fun projects to share with you. We recently had an opportunity to create a one-of-a-kind Catalina 315. There has been lots of excitement surrounding Selden sail handling advances including their new line of electric winches. A very popular feature on Catalinas has been an electric cabin top winch. However, on the 315 there was not really headroom to accommodate the motor for an electric cabin top winch. The Selden E40 winch allowed us to rethink that problem. The motor is actually contained in the winch itself with no projections below deck. With some careful modifications to the deck during the lamination process we were able to create a boss to accept the winch. This is a special winch that is 3 speed, 42 volt with a can-bus control system. <https://www.seldenmast.com/newspost/e40i-the-easily-placed-electric-winch/> You can see a basic schematic in the drawing below.



Also, on this same 315, we did additional deck modifications during lamination to allow the installation of electric primary winches from Lewmar.

This combination makes this 315 a potential push button sailing experience. The challenge of bringing to reality the ideas of sailors is what keeps us growing, learning, and improving the boats.

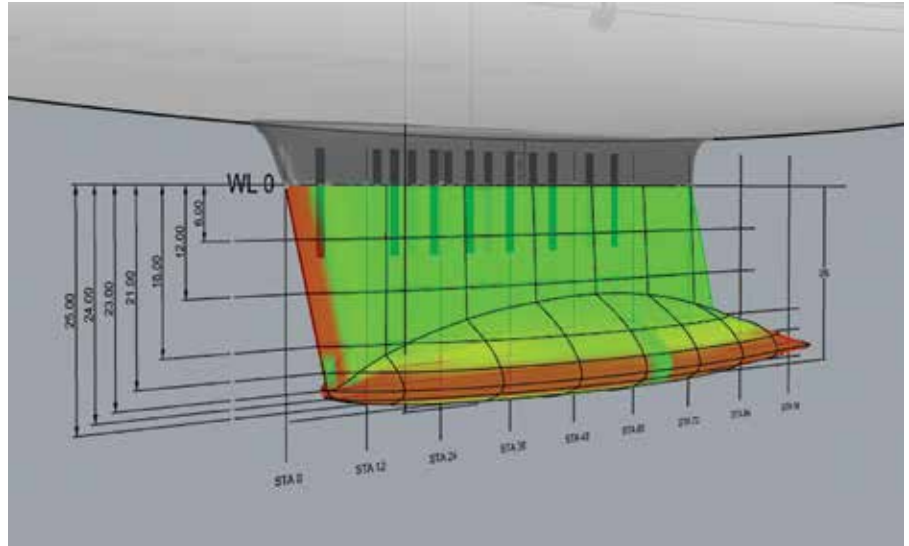
New line of shoal draft keels

The second project in the works is the development of a new line of shoal draft keels. The Catalina wing keel has been a well performing, safe and strong keel system for almost 40 years. Building on this tradition we have developed a new shallow draft keel with all the benefits of the wing along with the improvements in the evolution of keel design.

Some challenges involved with the development included draft restrictions and wetted surface. We did not want to increase the draft of the boats so careful attention had to be paid volume, density and depth. Utilizing multiple CAD systems for volume confirmation, center of gravity studies and surface areas we were able to achieve the design goals. The wetted, drag causing surface, was reduced for improved performance, while the center of gravity was slightly lowered compared to the wing keel.

Working with our partners, Mars Metal, we were also able to meet the draft restrictions and mold requirements. The full Catalina model line will transition to the new style keel when the shallow draft boats are produced. We look forward to these new keels providing years of shallow water performance cruising.

I hope you enjoyed a glimpse into events at the Catalina Yachts factory and I look forward to sharing more interesting projects in future issues of *Mainsheet*.



FROM THE FACTORY

(continued from previous page)

Catalina Yachts Personnel Spotlight:**Yvon Lebel**

Yvon is the fiberglass shop manager and has worked at Catalina Yachts for 37 years. Also known as the hardest working guy at the plant, he oversees the construction of all the fiberglass parts that make up a Catalina sailboat. His knowledge of how every part of every boat is built is astonishing. Ask Yvon the lamination schedule of the smallest part and he has it at the tip of his tongue, always looking for ways to improve the way the boats are built. If you sail a Catalina that has been built in the last few decades Yvon has been an integral part of the quality and enjoyment of your boat!

Tuan Le

Tuan, or “Lee” as we call him at the plant runs the assembly building and crew. Le has been with Catalina since 1994 marking 29 years building boats. Le oversees all aspects of assembling the boats. Just briefly, the boats come in to the assembly building as a thousand individual parts including the hull, deck, bulkheads, keels, engines, etc. Le’s vast knowledge of boat building ensures that every part of the boat goes together smoothly, accurately, and beautifully. Ask Le where any of thousands of pieces of any of model boat goes and he knows exactly! Besides being able to manage the building and build crew, he can fill in on any day in any roll to help complete these complicated works of art. Next time you climb aboard a Catalina think of Le and his crew and their dedication and love of building these boats!

SAIL AWAY WITH EASE

HEADSAIL & MAINSAIL FURLERS



CDI has been involved in the sailing industry for over four decades. We stand firmly behind our products, and with unprecedented reliability our furling system will save you time and money. Backed by our comprehensive warranty, you will have peace of mind and more days on the water. Visit Sailcdi.com and sail away with ease.

CDI
CRUISING DESIGN
INTERNATIONAL

Fair Winds:

A Beautiful Life

By Barbie Quinones • *Ola Nani*, CM440 Hull #40

Life is beautiful

Our story, like many sailors, started with the call of the ocean and the longing for freedom to explore. We have talked and dreamed about living on a boat since we started dating. When our three sons all moved out, and the nest was empty, we decided it was the right time to try this sailing thing out and to have to an adventure chapter. We are newer sailors, having just began to sail during the Covid-19 pandemic, when so many of our normal activities were not available. We both grow up in the ocean and have always had a healthy respect for and love of the water.

The boat search began, along with our plan to untie from land life. Unfortunately, we could not find exactly the boat that suited us in our home state of Hawaii, so we expanded our search to the US West Coast. We



A beautiful life, indeed! *Ola Nani* rests peacefully at anchor.



***Ola Nani* sails like a dream.**

were pleased to find a beautiful CM440 in San Diego, California. We bought *Ola Nani*, CM440 Hull #40, a year ago. We moved aboard in May 2023, gave notice to our jobs, and put our careers on hold. We have committed to 18 months of sailing and will decide from there if we continue, or if we return to land life. Our children are very supportive, and may think their parents are crazy, but we appreciate our family’s support of our dreams.

Being in San Diego, we heard about the Baja Ha-Ha Cruisers Rally and decided it would be a great way to begin our sailing life. Charles also had

an opportunity to crew on a summer passage from Honolulu to Alaska on *‘Iwa*, a Beneteau 47.7. The 15-day passage from Honolulu to Kodiak was a life-changing experience for him. They weathered four storms along the way, which was great preparation for our own journey.

We have found liveaboard life to be harder than we expected, but also more amazing than we could have ever imagined. We know we have just scratched the surface, but we feel like we are learning more each day about sailing, weather, and how to work together. After a couple months

We have found liveaboard life to be harder than we expected, but also more amazing than we could have ever imagined.

of this adventure, our confidence in our abilities and our boat is growing. *Ola Nani* means “Beautiful Life” in Hawaiian—and indeed it is.

Since leaving San Diego, we have sailed over 1,000 nautical miles of Mexico’s Pacific coast. A lowlight of our voyage thus far was a five-hour lightning storm while entering Bahia Santa Maria. A highlight was the anchorage at Agua Verde, which charmed us with its sea life and the most beautiful turquoise water. The Sea of Cortez has surprised us with its beauty, and each anchorage seems more beautiful than the next. Our CM440 has been fantastic! She is a very comfortable liveaboard, and handles well, truly a smooth sail. She also loves to surf a good downwind swell!

AUTHOR BIO

Barbie and Charles live on Oahu, where they raised their three sons. Barbie is an outrigger paddler and SUP surfer, and Charles is an avid surfer. They hope to make it to Panama by the end of 2024. From there, they will decide whether to cross the Panama Canal or to cross the Pacific and sail home to Hawaii. For now, they are truly going where the wind blows. Follow their journey on Instagram: @SailingOlaNani



Charles and Barbie revel in the beauty of Isla San Francisco, one of many stunning anchorages in the Sea of Cortez.



A dawn sky on fire during *Ola Nani*'s southbound voyage.



Pristine anchorages, like Bahia Agua Verde, are a cruiser's delight!

View from the Bridge: What Would Ed Do?

By Trish Brantingham • Catalina 30-309

Hard lessons in cruising itineraries on Lake Ontario

The Wrong-Way Flotilla – AKA the Brockport Yacht Club club cruise -- is a group of friends on sailboats (including our Njord and two other Catalina 30s) who spend a week or two every summer cruising around Lake Ontario. The group may be six or seven, or as many as a dozen. This year we started with six and were down to five for most of the trip after a family emergency called one family home.

The prevailing winds on Lake Ontario are westerly but can shift all the way around the compass from hour to hour, let alone day to day. So this year we planned a route taking us west for just a short jaunt, then north across the lake to Toronto, and from there south around the west end of the lake before turning back east. Our goal was to beat the Lake Ontario Cruising Truism: You will sail one-third of the time, motor-sail one-third, and motor one-third. The wind prediction odds were in our favor after the first day. If only.



Our Catalina 30 *Njord* sailing on Lake Ontario – going the right way!

Day one we headed out from our home port directly into a frisky wind and three to four-foot chop toward a destination 27 miles down the shore. Could we have sailed? Sure – but it would have meant twice the distance as we tacked back and forth beating into the wind and would not save any time. We motored. Our Catalina 30 fought through the waves, our under-powered auto helm surrendered, our skipper swore at the wind and the waves and vowed never EVER to do this again. Could we have gone a different direction? Theoretically yes, but it is highly risky to show up at any yacht club on the lake with six boats expecting to be accommodated. We had reservations at Olcott, so to Olcott we would go. No real harm done and the forecast reassured us that the rest of our itinerary would entail days of sailing.

Day two dawned fair and breezy from the west. Six boats raised sails and experienced the joy of reaching for nearly the entire passage (36 miles)

north to Toronto and the lovely Island Yacht Club. Swimming pool, creeks and channels to kayak, a great city for those who wanted a more urban experience, a club restaurant open at least one of the three nights we planned to stay, and -- after a brief shower as we arrived – sunny warm days for our stay. Perfect. The god for which our boat is named seemed to be providing for us.

From Toronto our route took us southwest to Port Credit Yacht Club at Lakefront Promenade. We should have been able to sail. We tried to sail. We raised sails but couldn't make our course. Sails down, we motored. Could we have sailed? Sure. See Day One. The distance was not so great but the direction and the light wind were such that we would have had to sail miles out into the lake before tacking back to our destination. Skipper said no. At least it wasn't choppy and we arrived in time to enjoy the pool before dinner.

After two days it was time to move on, south/southeast to Newport Yacht



Sunset on the lake at Port Dahlousie



Toronto view from our kayaks across the harbor

Club. We planned to sail. We should have been able to sail. We could have sailed until the wind shifted, nose-on. We motored. Our one wash-out day of the trip was the day we planned to stay at Newport. Rain, north wind, cold – a day fit for hiding out indoors but we needed to do laundry and the clubhouse wasn't big enough to sit inside, so a group of us sat outside under a tent. Freezing. The highlight of the stay was an accidental find – after the rain ended we ubered to a restaurant that looked good on-line only to find it was closed for a private party that night. We spotted another restaurant across the street – what a gem! It was a Mediterranean restaurant owned by an Egyptian couple – great people, great service, great food, reasonable prices. We aren't likely to go back to Newport but highly recommend La Cairo to anyone who does.

Finally, our route turned east so we were sure that whether winds were westerly or southerly or points between, we would be sailing. The forecast assured us this was to be. We left the

harbor and turned right, preparing to raise sails. The wind was brisk, from – wait for it -- the east. Nose on. We motored for 25 miles.

We stayed just one night in Port Dalhousie and the next morning continued our journey east 20 miles to Wilson, looking forward to a familiar restaurant. Said restaurant was closed. Never mind, we could order pizza for delivery to the docks. Two of our sailors got food poisoning. Time to go home.

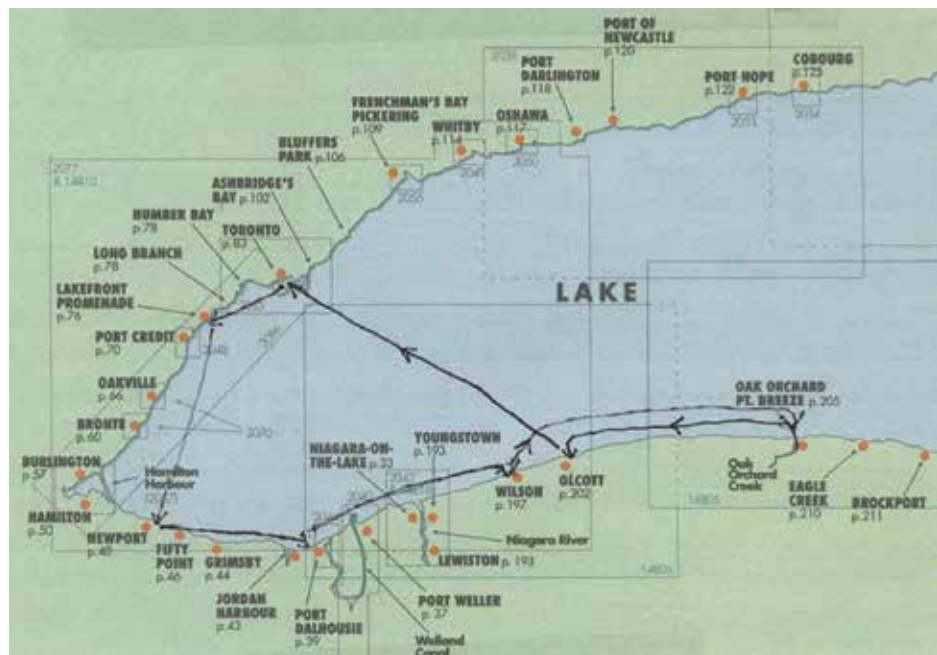
The next day we admitted defeat. The wind continued out of the east and we motored back to our home base.

I have been told that this scenario is not ineluctable. Indeed, we know a sailor, Ed, who virtually never motors except in and out of harbors. He takes however long is necessary, sails as many miles out of the way as necessary, changes plans on the spur of the moment, arrives when and where the wind takes him. He travels alone. Since our motoring cruise, I have been thinking: what if we did the same? What if we awoke in the morning asking not what the trip itinerary said but rather, WWED? What would Ed do? Next year, maybe.

Larry Beneway (the author's husband) has been captaining Njord (C30, 1990, #5908) since 2016. Larry has been sailing for over 60 years; his choice of itinerary was mostly dictated by race courses until I joined him in life and boat ownership in 2000. We started our sailing life together on a Catalina 22, a great place for me to learn to sail at the advanced age of 52 and a springboard for 23 years of happily cruising Lake Ontario (in whatever direction).



Ed Vorbach – It may be cold, but Ed sails where the wind takes him



Map of Western Lake Ontario, with our course

ARE YOU PREPARED FOR



NAUTICAL EMERGENCIES?

BY CAPTAIN JOHN D. HOOPER, S/V *LIBERTY*, C400/#136, DELTAVILLE, VA

Being retired U.S. Coast Guard, with a lifetime of rescuing boaters in harrowing blue water rescues in the Atlantic, I make it a habit of staying aware of the relentless SAR cases executed by my heroic colleagues, year-round, in horrendous weather. As experienced mariners know, mounting winds and seas are harsh teachers and are stressful on the crew, boat and rig; if you add to this falling temperatures (“hypothermia”), you’ve got the right mix for a catastrophic outcome. For sure, owning a boat and being on the water on a beautiful day can be one of life’s most relaxing and rewarding experiences. *But, a wise and experienced mariner also knows how quickly a beautiful day can change into a nightmare.* Are you ready for possible nautical emergencies? This article will help prepare you for a variety of worst case scenarios.

Regardless of whether you’re going out for a day sail, or making a coastal or ocean passage, preparations, the right equipment, experience, some rudimentary knowledge, solid planning and foresight are key to your boating enjoyment and survival. Remember, unlike on a powerboat, you can’t get into a port or your dock in minutes anticipating that an ambulance will be there waiting for you. So, what do you need to have aboard for the unexpected myriad of emergencies?

First, you need to think about what calamities you might reasonably expect on a sailboat; these can be categorized into different exigencies: human error, equipment failures, threatening weather, boat collision, sinking, fires, a lightning strike, a person overboard, etc. Well, how about heat exhaustion/stress or heat stroke? Cuts, broken bones, bruises, concussions, fish hooks in the fingers, stings from jelly-fish, first/second/third degree burns,

etc? Let’s start with the obvious, and progress to the less obvious lessons learned and highly recommended:

Person Overboard:

By law, you need **lifejackets** for each person aboard, including children’s lifejackets to cover each child aboard at the time. Young children should be wearing their lifejackets at all times regardless of their swimming skills. You also need at least one **Type IV throwable cushion**, and for large boats a **throwable life-ring with 50’ of attached line** on the hand-rails is recommended. It is important, as well, to practice **“man-overboard” drills** with lifejackets, flotation cushions, or a watertight bucket and how to effectively and quickly maneuver the boat to recover that person quickly.

Fires:

You need the proper type and quantity of **fire extinguishers** aboard for your size vessel, and type of engine, etc. Make sure your extinguishers are in key positions in your boat, and your crew knows how to operate them !

Sinking:

Lifejackets are needed of course, but a good Captain might also consider a small (4-6 person) permanently mounted **liferaft** aboard if the boat is large enough, and you cruise offshore or far at sea where rescue resources are hours or days away. Also needed are **flares**, or a battery-operated **SOS lantern** that is now available and certified by the USCG to take the place of flares/dangerous pyrotechnics. A **high-powered, battery operated, watertight, bright flashlight** is also recommended; a flashlight can send an “SOS” signal ashore, or wave down a passing boat, tugboat, or ship. For many years now, **“Emergency Position Indicating Radio Beacon (“EPIRB”)**

have been on the market for locating a sinking vessel or survivors in the water. In like fashion, another extremely useful, small, lightweight, effective, and relatively inexpensive tool that you can affix to your lifejacket when abandoning the boat is a **“Personal Locator Beacon”**. Both the EPIRB and PLB’s provide an automatic, continuous signal via a satellite, to rescuers ashore of your position. Of course, do not forget your **portable hand-held VHF** radio to communicate to other vessels or the Coast Guard. Most hand-held VHF radios now have a GPS-“Digital Selective Calling” chip embedded inside that can automatically relay your position to rescuers. A **dinghy** is also highly recommended and can be a lifesaver if rescue may take time, and the water temperature prevents floating for long periods of time (“hypothermia”).

Hypothermia:

Hypothermia is a scientifically-proven heat transfer process where the warmth of your body (98.6*) is transferred rapidly to the cooler surrounding sea water. When immersed in water, *your body loses heat 25X faster than in air.* A common hypothermia “thumb rule” is: a human being of average size, with standard clothing for the climate, has a “50/50 chance of surviving in 50* water for 50 minutes”. The key is **getting out of the water as quickly as possible** (eg., in a raft, on flotsam, into a dinghy); if floating completely submersed, **use the “HELP” position** to retain body heat.

Injuries:

The value of an excellent, well-equipped, current, **First Aid kit** aboard cannot be overstated. It should be accompanied by a comprehensive, updated, and maritime-focused **First Aid book/manual**. The materials

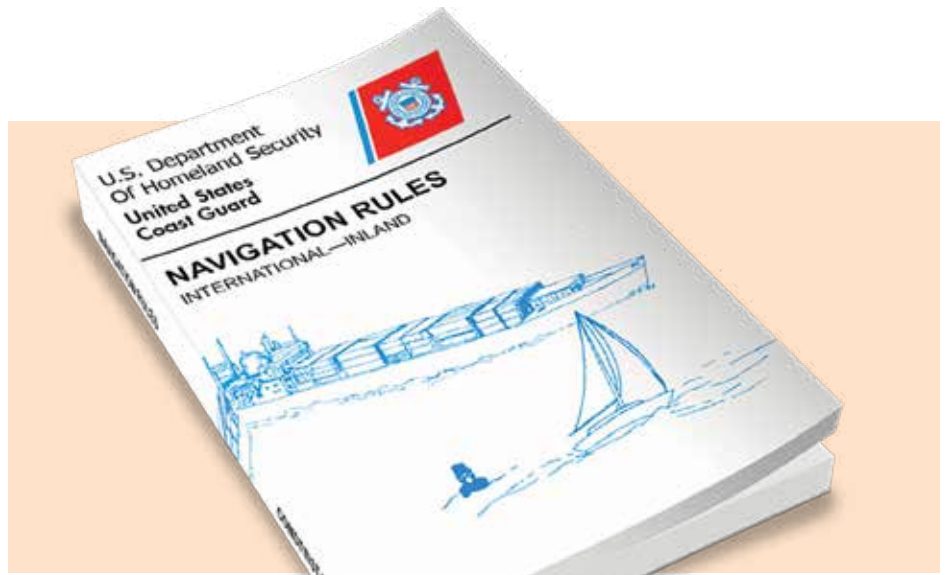
ARE YOU PREPARED FOR NAUTICAL EMERGENCIES?

(continued from previous page)

therein should be able to handle serious burns, seasickness, broken bones, concussions, bites, jelly-fish stings, sunburns, serious cuts, profuse bleeding, fevers, bug bites, heat exhaustion/stroke, rope burns, head injuries, minor infections, etc. you need enough supplies to control a serious injury until you can get back in port, to your dock, and to a waiting ambulance. If the injury is urgent and medical help is distant call the nearest Coast Guard Station for immediate help; they have EMT-trained folks and helicopters for medevac lift to the nearest hospital.

Mast, Sails and Rigging:

Sailboats require many moving parts and sails to get them moving; the mast, boom, various sheets and halyards, wire rigging, huge sails, blocks/sheaves, whisker/spinnaker poles, and tackle, etc. All of this equipment is used to hoist, retrieve, and trim the sails, and *it is all subject to failure* either from normal wear and tear, extreme heat/cold, salt-water corrosion, or severe weather. It must be inspected regularly, particularly when starting the sailing season and periodically thereafter. You need to be ready to handle all emergencies with the “rig”. Because you will not have time in an emergency to go below and find the right tool to fix the situation on deck you need to have an immediate capability at hand—for me that is two things on my belt at all times. I always carry a small, **lightweight multi-purpose tool (eg., a “Leatherman”)** and a **knife/marlinspike** on my belt that enables me to run forward and tighten/loosen a screw, bolt, clear a clevis pin, sever a wire, cut a line, etc. Most hardware stores carry a “multi-purpose tool” and marine stores carry a marlinspike/knife combination



that you can keep in a pocket or on your belt. These are critical tools when time is precious to prevent a worsening situation. Similarly, because there are frequent times when you need some small line to quickly and easily secure something on deck or something flying around down below, I recommend keeping **six or ten pieces of strong small (1/8", 1/4") nylon or braided line (“small stuff”), four to eight feet in length, readily available in the cockpit or in an open locker** that you can grab quickly to secure something on deck, on the boom or mast.

Collisions:

The U.S. Coast Guard has long issued and frequently updates a small, paperback book that is critical to prevent collisions between boats; it is called the “International and Inland Navigation Rules” (also known as the **“Rules of the Road” book**). Because there are no street lights, lanes, guardrails, on and off ramps, speed limit signs, etc on the water this comprehensive, and *admittedly sometimes confusing*, book addresses the proper and safe maneuvering of

vessels (powerboats and sailboats) on the water to prevent collisions. It also addresses sound signals in fog, and proper lighting schemes for boats of various sizes, sailboats and powerboats, and very importantly, *who has the right-of-way between two boats maneuvering (aka the “stand on vessel, and “give-way vessel”)*, etc. **It is imperative that you get at least basically familiar with how boats are supposed to maneuver in meeting, crossing, and overtaking situations and when an “in-extremis” situation requires that you take action to avoid a collision.** My experience over many decades sailing on the Great Lakes, Chesapeake Bay, and Atlantic seaboard coastal cruising is that many Captains do not know the “Rules of the Road” or the proper sound signals, to prevent a collision. For those not conversant with the Rules of the Road book, it is not a bad idea to keep a copy immediately available at the wheel too to understand the developing dangerous situation and who is supposed to maneuver. *Because the Rules of the Road book is so important, the U.S. Coast Guard requires that the book be on all boats for ready reference.* I always keep both a

Because you will not have time in an emergency to go below and find the right tool to fix the situation on deck you need to have an immediate capability at hand.

hand-held VHF Radio, air horn and binoculars at my finger-tips at the conning station. New technology is also helping to prevent boats from colliding; it is called **Automatic Identification System (AIS)**. AIS is becoming a standard safety tool aboard newer boats; the “catch” is that your boat must be equipped with a **radar**, and a rudimentary knowledge of how to use it is required.

In closing, it is worth mentioning that the U.S. Coast Guard pamphlet “Federal Requirements for Recreational Boats”, published biennially, is small,

free and available at most boating stores, is helpful and establishes requirements for certain emergency gear aboard boats of different sizes and class that the USCG will be looking for when they conduct a boarding.

So, there you have it! Some of the obvious tips for nautical emergencies, and some of the not-so obvious gained from many years sailing and personal experience responding to maritime emergencies at sea. Following these tips, and having this equipment aboard and readily available at all times, will ensure you enjoy many years of smooth sailing. “Fair Winds!”

Note from Gerry Douglas, Tech Advisor:

Thank you Captain Hooper for the refresher on important safety gear and practices. Aboard all of my boats I give my standard brief talk about the location of the EPIRB, life vests and VHF and designate someone to start the engine and “take command” if I am unable before we get underway. I find it reassuring and I think the guests aboard do too.

KNOT METERS

WIND POINT / SPEED

DEPTH



Classic Marine Instruments

SERVICE • SALES • REPAIRS






SIGNETMARINE Inc.

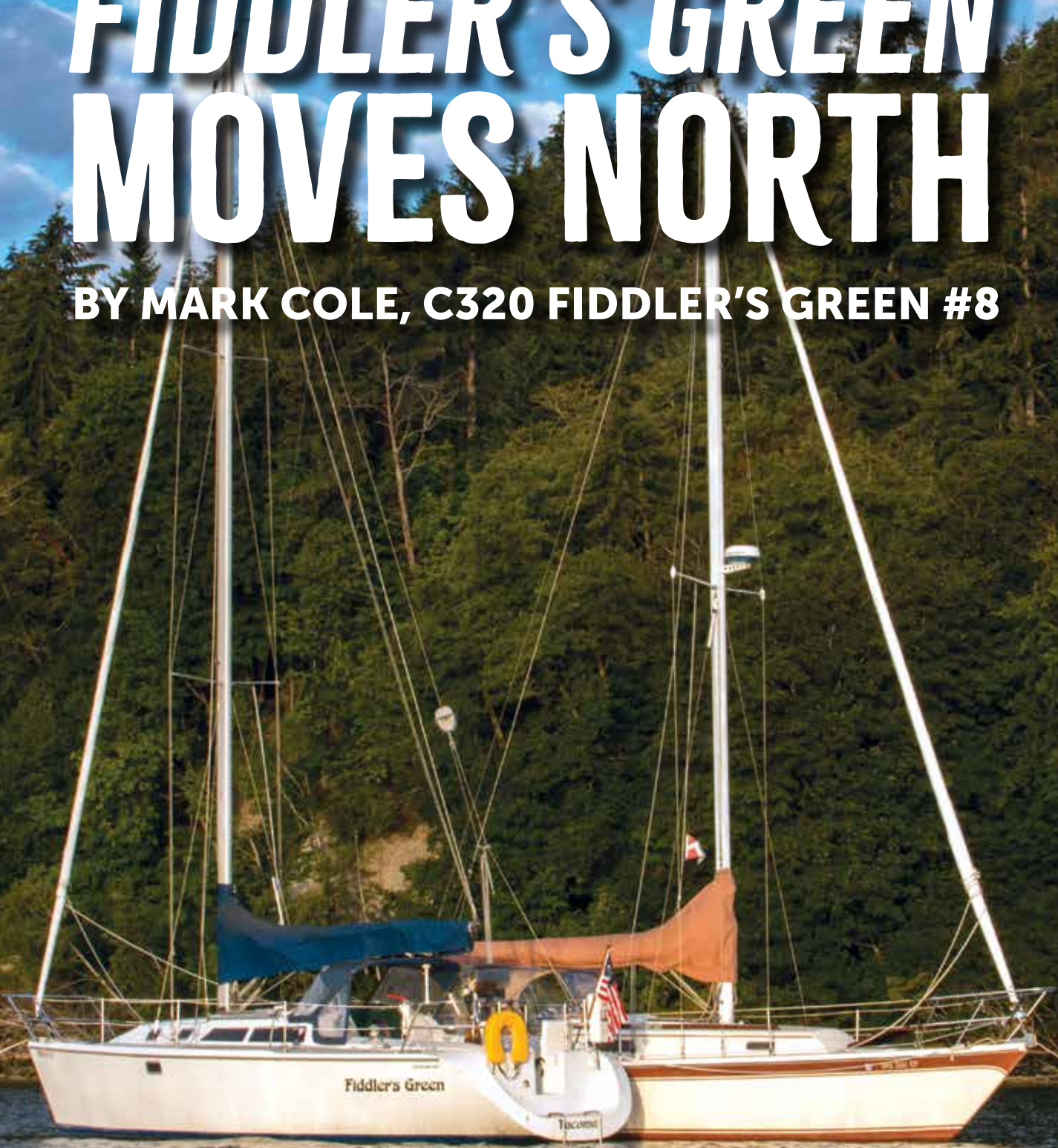
Classic Marine Instruments

signetmarine.com

310 320-4349

FIDDLER'S GREEN **MOVES NORTH**

BY MARK COLE, C320 FIDDLER'S GREEN #8



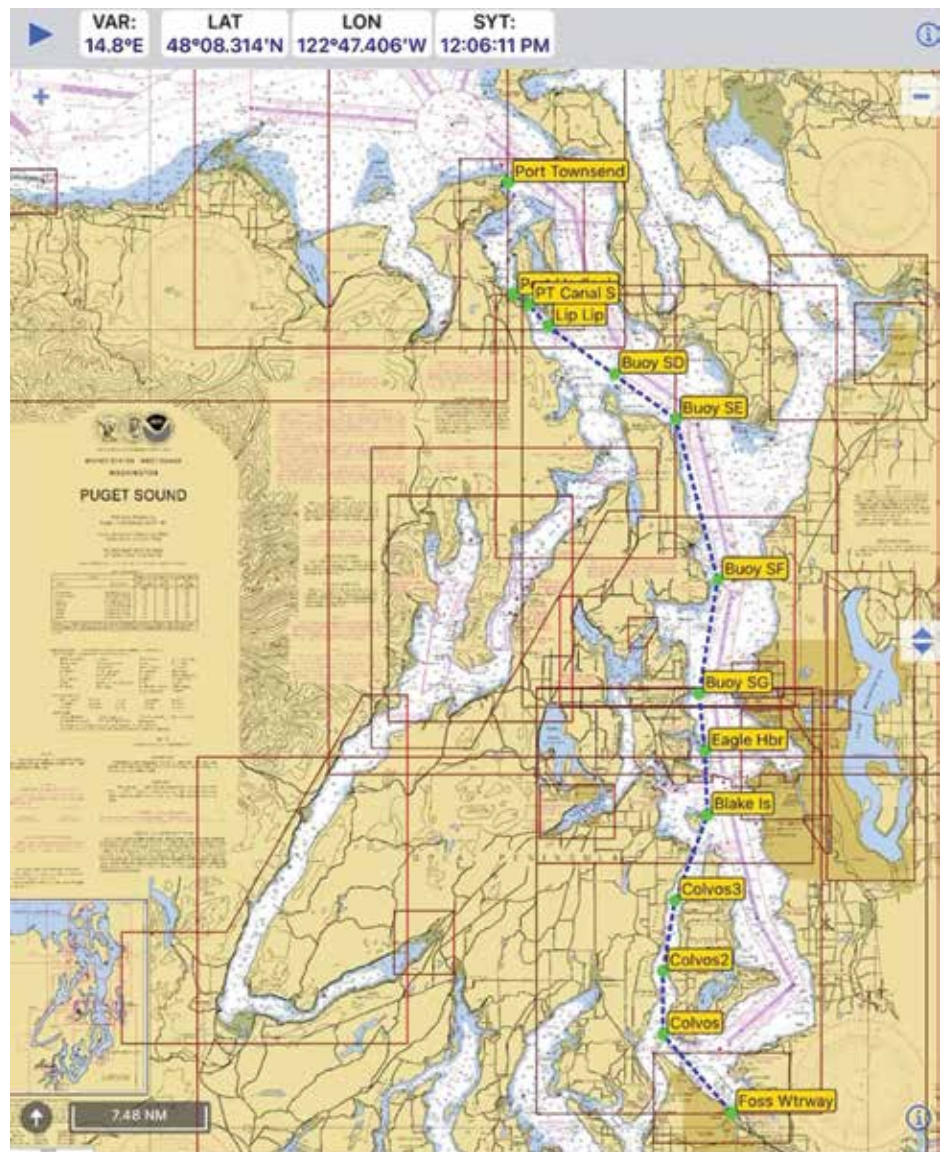
Dawne and I purchased *Fiddler's Green* in the spring of 2016 and quickly found a slip on the Foss Waterway in Tacoma, Washington, a 15 minute drive from our house. Tacoma was a great starting place to explore Puget's Sound.

If you check Captain Vancouver's logs of 1792, you will find that he named the waters south of The Narrows (now called Tacoma Narrows) for Peter Puget, a lieutenant aboard *HMS Discovery*. Captain Vancouver named many waterways, harbors and points of land after officers in his crew, friends and important naval and government figures. Each name shown on the early charts included the 's indicating "possession". This personal possessive has been dropped over the years and Puget's Sound is now just Puget Sound.

Partially due to the lack of a better name and partially to errant reporting by San Francisco newspapers of the day, the name Puget Sound has crept all the way north to the Straights of Juan De Fuca to identify all the waters south of Admiralty Inlet. More on that later.

Fiddler's Green got to cruise the waters around Tacoma for 5 years. Our favorite overnight was to Quartermaster Harbor - this time named by Captain Wilkes in 1841 for the petty officers that helped with his survey of the surrounding waters. There is a park with a dock to tie to for those of our crew that prefer shoreside facilities, plus great anchorages off of public beach lands for exploring the shore. We made our way south through The Narrows to explore Puget's Sound and some of the beautiful state parks and secluded anchorages of the area.

Our slip on the Foss Waterway was a short walk to one of my favorite museums in Washington; the Foss Waterway Seaport. Over 120 years ago, this building was part of a full mile of



Our route from Thea Foss Waterway to Port Hadlock marina

grain warehouses that received grain from eastern Washington farmlands on one side and loaded it onto square-rigged ships on the other side. The completely restored building now houses the state's largest collection of maritime history complete with many locally constructed boats. And if the name Foss sounds familiar to some, this is the waterway where Foss Maritime got its start with Thea Foss renting rowboats to local fishers. The

museum even has a long dock right out front that allows free moorage for the afternoon to visit the museum and paid overnight moorage to visit the city.

Port Townsend has always been a favorite destination of ours, either by boat or car. We always said we would retire to Port Townsend someday. Well, Dawne and I both retired recently so there was no better time than NOW. We found a lot within city limits, built a new house and sold our old one. Port

Pictured left: One of our last raft-ups in Quartermaster's Harbor

FIDDLER'S GREEN MOVES NORTH

(continued from previous page)

Townsend is a boater's mecca, with large, modern boat yards, a travel lift capable of hauling boats up to 330 tons and 150 feet (plus smaller travel lifts...) and every imaginable marine trade, all the way to a foundry to custom-make that fitting for your 100-year-old wooden schooner.

PT sits at the mouth of Admiralty Inlet and on the doorstep to the San Juan islands, Canadian Gulf islands and the Inside Passage up the British Columbia coast to Alaska, so even the most active cruiser could never run out of new anchorages to visit. And most of these cruising grounds are in protected waters, behind the long Vancouver Island.

I'm on the wait list for a slip in Boat Haven, the largest marina in Port Townsend, but in the meantime, I found a slip in Port Hadlock marina, only 45 minutes from the new house. The slip was available November 1st, so I started looking for a weather window in November. It can blow pretty good here in the winter, so I hoped we could put two nice days together soon. As I write this a little over a year after moving the boat up, it is blowing 35 knots from the south, with gusts pushing 40 knots.

The friend that agreed to help with the move and I are both retired, so

every day is a Saturday. The weather guessers predicted two nice, sunny days during the second week of November, so we packed our bags and got the boat ready. It was very rare for winter, but we had no wind those two days. Just sunshine and cold temperatures. Resigned to motoring the entire trip, we settled in with charts and books and became more familiar with waters we passed through.

One book I always have onboard is *Maritime Place Names of Inland Washington Waters*, by Richard W. Blumenthal. As we cruised along, we pulled names off of the chart and looked them up in the book to learn who came up with the current name and when. The captains of the two main voyages of discovery, Englishman George Vancouver in 1792, and American Charles Wilkes in 1841, tagged the most names by far. The book includes a little history of the feature, plus any names that were used before the white sailors "discovered" the area. Recently, a few of the Native names are regaining popularity. We have even started calling the water from Budd Inlet at the southern end of Puget's Sound to the northern end of the Straights of Georgia in British Columbia the Salish Sea after the local tribes that spoke the Salish language.

Since darkness comes early in November, we broke the trip into two days and stayed the first night in Eagle Harbor on Bainbridge Island ("...named by Wilkes in 1841 for Capt William Bainbridge who commanded the *Constitution* in the battle with *Java* during the War of 1812") at the new public dock. Eagle Harbor is across the water from Seattle, the city that won the railroad battle that sent Port Townsend into a 100 year slumber.

In the early 1800's, Port Townsend was the largest city in Washington Territory since it was the first deep water port square riggers came to as they sailed up the west coast to deliver goods to the area. Most everything the residents of the area couldn't make or grow came by ship as the railroad had yet to make it to the area. But it was on the way. Politicians and business leaders of both major cities were starting to butt heads by the time the railroad moved north to Portland, Oregon. The battle was over which way the railroad would go when it reached the south end of Puget's Sound; west to Port Townsend, or east to Seattle.

The depression of 1882 - 1885, plus the growth of other cities on the eastern shores of the Sound sealed the deal. The railroad came to Seattle and Port Townsend mothballed it's beautiful



Our destination - Port Hadlock marina



The PT Wooden Boat Festival in morning light (now put on by the Northwest Maritime Center)



The Point Wilson lighthouse marks the entrance to Admiralty Inlet and Puget Sound

Victorian buildings and homes and went to sleep.

The decline was so quick, few buildings were torn down or replaced. In the late 1960's, the area was discovered as a quaint little Victorian seaport and the tourists brought enough money to awaken the economy. Now known for its succession of festivals and music events, the city is making full use of the Victorian ambiance. And since it lies in the middle of a boater's paradise, one of the first festivals to go big was the Wooden Boat Festival, started in 1977 and held during the second weekend of September.

The PT Wooden Boat Festival, now put on by the Northwest Maritime Center, is what first brought me to Port Townsend and one of the main reasons Dawne and I wanted to move

here. With over 130 wood boats in and around the small marina at the end of Water Street, the three days of the festival are a mariner's delight.

The morning of the second day of *Fiddler's Greens* delivery dawned cold and clear. After giving the sun just a little time to warm things up, we picked up our northbound route and motored on. Our last navigational concern was the Port Townsend canal, a narrow passage separating the mainland from Indian Island, with currents that can run to 3 knots and a bridge with 55 foot vertical clearance. The air height of *Fiddler's Green* is just under 50 feet, so that was no problem, but I wanted to enter the canal around slack current.

We arrived at the south entrance of the canal with the last of the ebb against us, but motored right through. Our

destination, Port Hadlock marina, was just west of the exit from the canal, so we rigged our mooring lines and found our slip just as it was starting to get dark. With *Fiddler's Green* safely in her new slip, we cleaned up and walked up the dock to meet our wives for dinner and a ride home. The final few projects on the new house seem to be taking priority this winter, but come spring, *Fiddlers' Green* will get to explore new cruising grounds north through Admiralty Inlet to the San Juan Islands and Canadian Gulf Islands.

Speaking of Admiralty Inlet, that name again came from Captain Vancouver in 1792 but this area has thousands of years of history and meaningful place names to go with it. Maybe someday we will revive some of the traditional names.



You never know what you will meet transiting Admiralty Inlet. There is a submarine base a few miles south.

Tech Notes from Association Technical Editors



Tech Notes are also available at www.mainsheet.net in PDF format for printing or reading on digital devices. Spring 2024 password: S421

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

Electric Dulcinea



**C470
Association
Technical Editor
Joe Rocchio**

Dulcinea, C470-110, was sailed to its winter home in a slip within view of John and Colleen Miller’s condo patio in Florida. Original owners, they live 4-5 months a year aboard - winter in FL and the Bahamas, spring and fall on Chesapeake Bay, and summer in New

England. This “hard life” accounts for the excess of 80,000 nm *Dulcinea* has spent at sea in the last 22 years.

On their trip south from the Chesapeake in 2022, John had come to the decision that given the AGM batteries were approaching the end of their lifecycle, it was time to rejuvenate the power system. He had been following the fast-developing technology of lithium-ion marine batteries through the positive experience of several friends and the myriad internet threads on the topic. Now, with *Dulcinea* lying close at hand

he decided to make the transition prior to their annual cruise to the Bahamas.

The existing AGM batteries were six years old (three pairs of 6V). Their usable power had dropped from the original 600 Ah to about 400 Ah and were becoming problematic. The installation of Starlink satellite internet added 75 Ah/day when in continuous use. Other motivation for the upgrade included making better use of *Dulcinea*’s existing power generation capabilities: 110 Ah Balmar alternator on the Yanmar 4JH3TE, Entec 30 Ah generator (a bit temperamental), 450 Ah solar panels with a Victron MPPT controller, and a Victron Multiplus (12/3000/120/50) 3 kW inverter/charger. Under optimal conditions, more power was generated than the batteries could effectively absorb. In addition, more power storage would enable use of *Dulcinea*’s DC (max 20 A draw) watermaker without running the generator.

In developing the new system design, the primary goal was reliability while matching the charging system to battery capacity. This meant a reliable and reputable source for the batteries and system components and limiting the number of manufacturers to simplify compatibility issues, integration, performance, and troubleshooting. An all Victron-based system was the choice for several reasons. To begin with, there were a number of Victron components in the



Installation of *Dulcinea*’s LFP batteries and control modules

existing setup. Access to a couple of people experienced with Victron provided additional support for the system design and implementation.

A broad system upgrade was decided. It was divided into five task areas: (1) alternator, (2) solar panels, (3) engine start batteries, (4) house/general 12-V power storage, (5) electric galley. (See Table for a list of components for each area.)

(1) The engine-mounted alternator was upgraded for greater power output and more reliable performance. The aluminum angle of the engine cabinet frame at the base of the forward end was cut to enable removal of the pulleys. New pulleys for the serpentine belt were installed. The alternator mounting arm was cut down to fit the space available. The new alternator was installed and shimming inserted as necessary to align the alternator with the pulleys. While the normal practice on C470s is to have the engine as the main ground, most alternators have a separate ground wire that must be connected. The smart gauge and shunt were then installed to allow the charge profile to be adjusted and alternator function to be monitored from a smartphone. In retrospect, it might have been better to install a Wake Speed smart alternator/regulator as it does a better job with the Lynx battery management system (BMS). The existing alternator was kept as a spare.

(2) The existing solar panels were replaced with two 450w Renology panels and the MPPT controller was upgraded. These fit easily on the existing mounts and the existing wiring was used. The panels are turned on and off via a Bluetooth smartphone app. The older MPPT controller was retained as a spare.

(3) The existing AGM batteries along with all of the associated power cables were removed, as a bit of disorganization had crept in over the last 20 years. Those compartments were cleaned and repainted.



Dulcinea's electric galley

The two new AGM starter batteries were placed in the bilge compartment next to the sink. The five lithium-ion batteries were installed in the aft bilge compartment and the small compartment starboard of the engine (formerly home of the 15.3 gal. water tank).

All battery cables were replaced - yellow for DC negative/ground - wire size 4-AWG from the batteries to busbar and 2-O-AWG for distribution. Improved cable terminals and PET braid anti-abrasion coverings were installed and wire runs made simple and straightforward. The splurge for a hydraulic cutter and crimper tool made rewiring very easy, it should have been done years ago. Because of the different charging voltage and amperage profiles for AGMs vs lithium-ion batteries, the Victron Orion TR DC-DC charger is used to charge the AGMs from 12-V system. Originally the battery switch connected the starter and alternator to the starter battery; now it connects only the starter to the starter battery. A number of blogs discourage running a starter off lithium batteries because of the high peak draw when first engaged. For reference, Dulcinea's engine has been started from the lithium batteries with no problems.

(4) The new house/general power storage batteries and supporting components were installed. John, working an unusual for him leisurely 3-4 hours a day, made a mockup of the batteries,

SternPerch Seats
After market seats, pads, and rail cushions

Companionway Doors
Replace your pesky hatch boards

CloZures® Shutters
When Blinds and Shades just don't work

Free Sample

www.zarcor.com 800-877-4797 972-380-8724

CATALINA 470 NATIONAL ASSOCIATION

(continued from previous page)



Inverter/Charger, solar MPPT controller

BMS, and distributors out of cardboard and spent time to determine the best layout that would give ease of access without crowding. Slightly larger Ah batteries could not be used because of compartment size. All batteries are held in place with 3" closed-cell foam blocks. All DC power users and sources were wired to the distributors: inverter/charger, solar MPPT controller, generator, bow thruster, backup battery charger, DC distribution panel, DC/DC charger, and windlass. Each was separately installed and connections checked with a temperature gun.

Sea trial.

In April 2022, Dulcinea set forth for the Bahamas and the new system performed to expectation. Dulcinea's crew found it a bit surprising how much better everything ran! The lithium-ion batteries maintain a higher voltage through a cycle versus traditional batteries. All power users see ~13.2 V almost all the time. This makes a difference to microwaves, personal electronics chargers and even lighting.

John tracked battery status quite often at the outset – but after several weeks without issues he had the confidence to accept it as reliable. Another benefit was that instruments no longer cycled off due to a voltage drop when the windlass was used. Dulcinea's crew eventually found that they were becoming lazy about power usage. Every third or fourth day, motoring to a new anchorage or running the generator topped off the system. Reduced solar intensity due to weather caused a noticeable reduction in power generation –

but even in low light conditions the amount of power produced by the panels was substantial.

On return from the Bahamas, John added an alarm to the BMS to alert to problematic conditions and programmed the Cerbo GX to prioritize solar over shore power when available.

(5) A switch to an electric galley then ensued. At home, John had become an air fryer advocate and brought aboard the “cruiser's best friend” a Ninja Fryer/Grill. While in use, it sits on a 20" x 30" bamboo cutting board that nicely fits the stovetop to increase counter space. Large silicone mats beneath it provide insulation and a quiet ride, with another on top to protect.

On Dulcinea's cruise south this fall, John realized “Hey, we've got all this power so it's time to move to an induction cooktop.” One was easily installed onto the bamboo board. (The propane burners and oven can still be used when the cover board and equipment is removed). In four weeks, Dulcinea used no propane! Advice: Both these devices cycle on and off during use so they are actually being used just minutes within an hour, not full time.

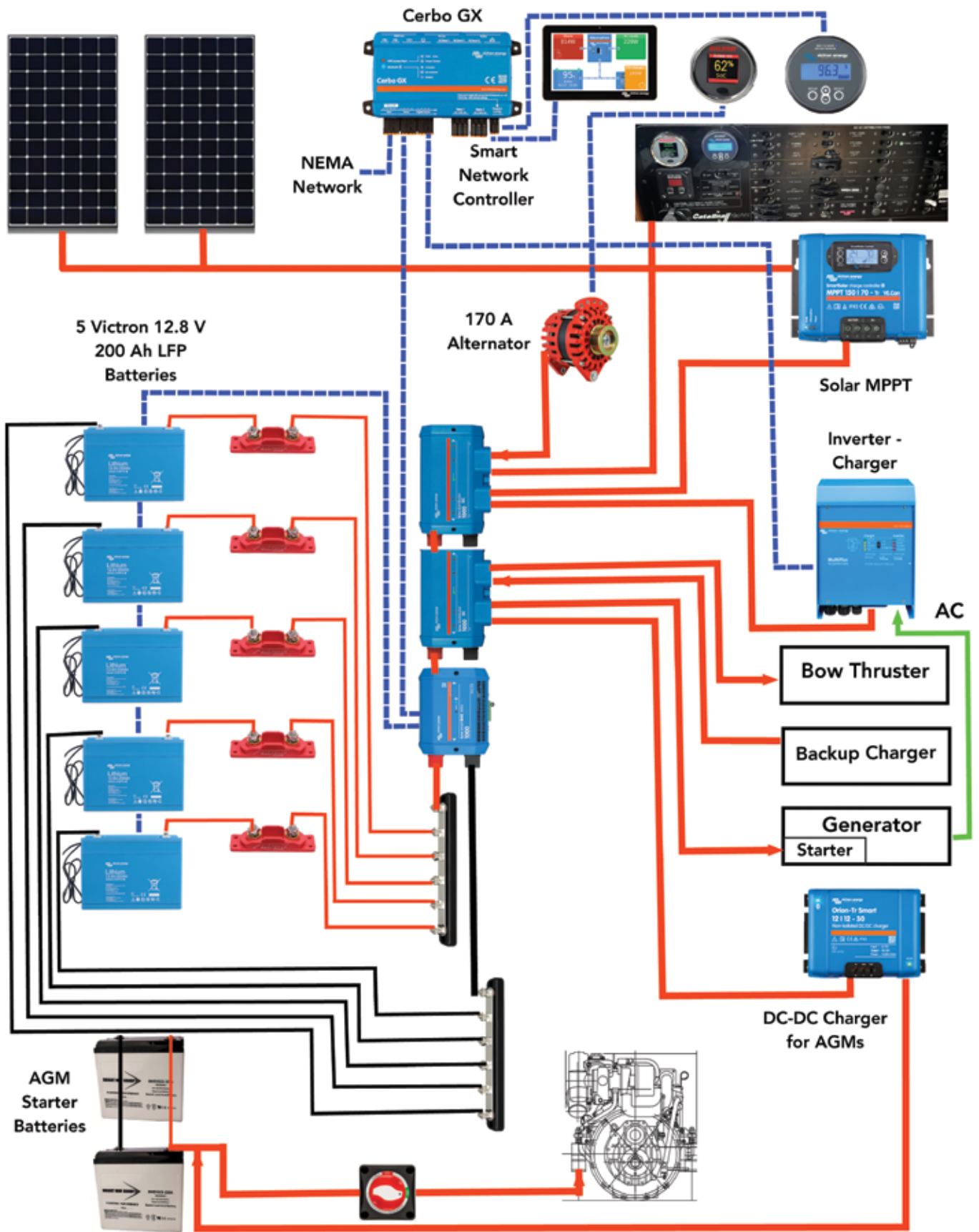
In summary, John feels the performance of the new system has been “Over the Moon.” Improvements made after their cruise to New England: “NONE.” John comments, “The fact that I did not touch it is testimony enough!”

John's advice to the C470 Fleet: Yes, the capital investment is substantial but the return and increase in functionality can make it look pretty good. Component prices continue to drop as the market grows. Yes, it's a lot of work but owners can do it themselves and come up with a quality product they can be proud of. Plus, when there's a problem, who better than you to fix it! It's pretty nice to have the watermaker running quietly on sunshine. Dulcinea's daily power consumption is between 250-300 Ah. Yes, they would like more solar and maybe more batteries. But where do you stop? John's note to self, “Make sure grandsons are around the next time there is replacement of solar panels and batteries!”

Editor's note: For reference on mobile devices, the installation schematic and table of components is on the C470 Owners Association website at <https://catalina470.org/tech-info/lithium-battery-conversion/>

–John Miller & Joe Rocchio

SV Dulcinea C470-110 DC Power System Schematic



CATALINA 470 NATIONAL ASSOCIATION

(continued from previous page)

Task Area	Existing	Manufacturer	Component	Cost
1		Balmar	170 Amp alternator	\$1,000
1		Balmar	APM-12 Alternator Protection Module	\$90
1		Balmar	UUA/BBU adjustment arm with Belt Buddy tensioner	\$100
1		Balmar	Serpentine kit for Yanmar 4JH, J10	\$700
1		Balmar	MC618 Alternator Regulator	\$500
1		Balmar	SG230 Battery Monitor kit with Bluetooth Gateway	\$325
2		Renology	(2) 450W rigid solar panels	\$1,600
2	√	Victron	MPPT150/70 SmartSolar charge controller with Bluetooth	\$600
2		eMarine	Fuse	\$50
3		Lifeline	(2) 6-V 220 Ah AGM batteries GPL-4CT	\$850
3	√	Victron	Orion-Tr 12 12 - 30 DC-DC converter	\$275
3	√	Victron	BMV 712 Smart monitor	\$200
3			Battery cables, lugs, shrink tubing	\$100
3			PET expandable braided sleeving	\$25
4		Victron	(5) 12.8-V 200-Ah LFP smart batteries	\$8,500
4	√	Victron	MultiPlus 12/3000/120 inverter/charger	
4			(2) Busbars	\$50
4			(5) MRBF 250 Amp terminal fuses	\$100
4		Victron	Lynx Smart BMS	\$1,000
4		Victron	(2) Distributors	\$450
4			Battery cables, PET braid sleeving, lugs etc.	\$500
4	√	Victron	Cerbo GX and touchscreen	\$600
5		Duxtop	Induction cooktop (Amazon)	\$75
5		Amazon	Bamboo 20" x 30" cutting board	\$50

Note from Gerry Douglas, Tech Advisor:

Nice, as always, John and Joe. This is a beautiful project very well done and documented. It may be beyond most Catalina owners as a DIY project however. Should others tackle it be sure to follow ABYC Electrical Recommended Standards or hire a qualified ABYC technician to perform the work.

Note from Catalina Yachts, Jon Ames, Tech Editor:

As Lithium battery upgrades become more common it is important to keep in mind a few key points.

1. What battery capacity is truly needed. A detailed load analysis of daily amp hours required is step one.
2. What are the largest power loads and amp draws expected. It is important not to exceed the battery capacity. Bow and stern thrusters especially can draw up to 500 amps and this may require a AGM battery instead of Lithium.
3. On a project of this scope and cost , safety is always a first consideration. The ABYC has electrical standards that cover much of this material to ensure a safe installation.

Consider working with a trained ABYC electrician to ensure that the system is both safe and acceptable to your surveyor and insurance company and your peace of mind.

<https://abycinc.org/page/StandardsSupp58>

Refer to the following standards: E-2 Cathodic Protection, E-10 Storage Batteries, E-11 AC and DC electrical systems on boats, E-13 Lithium Batteries for further information.

the
SAILORS
choice

for

SAILS

**PERFORMANCE
HARDWARE**

**CUSTOM
APPAREL
MATS
SHEETS**


**INTERIOR & COCKPIT
CUSHIONS**

**ACCESSORIES
& MORE!**



 **Catalina**
Yachts Store

CatalinaYachtsStore.com

 /CatalinaYachtsStore

Catalina 380/387/390 International Association

Replacing Engine Throttle and Shift and Cables



**C380/390
Association
Technical Editor
Jim Turner**

Thanks to Chris Toole for submitting this article. —**Jim Turner**

Not for the faint of heart!

It had become progressively more difficult to shift *Toole'n Around* in and out of gear. After shearing the shift lever twice, likely due it's bolt loosening, further investigation was clearly warranted. With the shift cable disconnected at the transmission, it went into and out of gear smoothly,

pointing to a likely cable issue. When docking recently, I was unable to get *Toole'n Around* to shift out of forward into reverse. I lowered the throttle to almost a stalling speed (which can be adjusted), but still was unable to get it to engage in reverse. Thankfully, the end of my slip is mud.

It was only after I turned the motor off, secured all of the dock lines, and restarted that I was able to get it into reverse, and back out of the mud.

After much Internet searching, I decided to bite the bullet, not wanting to miss out on the our last weeks of good sailing here in Upstate NY on Lake Ontario.

This would prove to be a difficult task as I'm 6'5" and clearly in the purple part of the BMI graph. Climbing down



Boomkicker®

Boomkicker® boom supports are the simple solution to eliminate the topping lift along with the chafe, windage, hangups and adjustments. Proven durable and reliable, over 10,000 happy customers.

Easystow Fenders®

The space saving solution for fenders. Stores flat, folded or rolled. Easy to inflate and tough. Warranted against defects for as long as you own them. *Practical Sailor* rated "Best Choice."



Manufactured in the US by **SEOLADAIR LTD**
www.boomkicker.com or www.easystowfenders.com
800-437-7654 • 708-482-8801



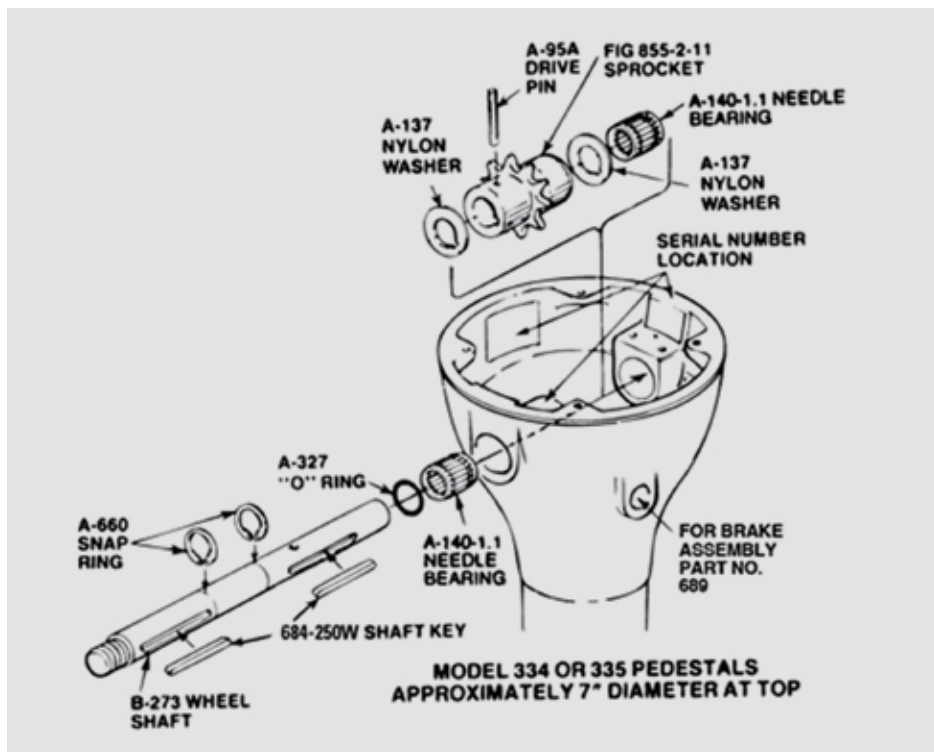
into the aft storage lockers is a sad sight no one should have to witness.

I decided to replace just the throttle and transmission cables, thinking that an adjustment of the fuel shut off cable would likely resolve my engine shutdown concerns.

The cables I removed are original Morse cables with serial numbers as follows:

- THROTTLE
32377-003-252-0 6977
Length 21'
- TRANSMISSION
32377-003-216-3 6974
Length 18'

I removed the Navpod, containing an Axiom 9" MFD and autopilot control head, to remove the compass to get access to the cables inside the Edson Pedestal.



- The compass just twists and comes out, under it is the electric connector for the light
- Once removed, there are 4 long bolts that remove the lower compass housing
- I had to remove the faceplate for the engine/oil/tach gauges
 - Behind that is a bolt that needs to be removed to free up the 2 cables, it's a plastic tie and secures the cables to inside of pedestal

- I squeezed into aft starboard storage locker to loosen quadrant cables, which can also be done by removing the housing in the aft cabin.
 - I took pictures of the quadrant setup so that I could reference for re-installation.
- Removed all holding braces for the 3 cables coming out of pedestal, these are screwed into the ceiling of the aft cabin and in that starboard aft storage locker.
- Once steering cables were loose, was able to pull up steering chain
- This allowed access to move both throttle and transmission cables to left side and pull them up. This is how Edson explains the process. Kind of push the throttle cable down, under the steering sprocket and back up on the left, thus allowing you to pull the cables up so that you can get to the plastic tie piece that holds the 2 cables together
- Pull the cotter pin from the plastic tie that holds the 2 cables together
- Now the cables are free

CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

(continued from previous page)



- From the aft cabin, pull the 2 cables into the cabin. The diesel shutoff cable remained secured
- Had to cut the ties holding the vent hoses and unscrew any remaining cable ties
- Unscrew the connectors to the transmission and throttle. As a note, once I did that, the shifter at the engine moved back and forth like butta....so the issue is definitely a friction issue
- Pulled the cables out
- The steering brake never worked on boat and since I was there, I decided to remove the old cams and ordered a new rebuild kit from Hodges Marine.
 - This is pretty easy. The only issue was removing the cotter pin from the knob that holds to the 2 cams to the sprocket wheel. It was a bear and I dropped my needle nose pliers down the pedestal
 - I ultimately used a screwdriver that allows different tips, I didn't use a tip and stuck the end of the pin into the hollow end and turned the knob to straighten out the cotter pin.
 - I think the best bet would be to order a pair of long nose needle pliers, maybe a set with a curve to them....alas I didn't

- I tried to use a cheap Harbor Freight grabby tool to get my pliers back, but they kept getting caught in the cables and wires....
- So I decided to remove the steering shaft. Since the boat is 26 years old, might as well replace the needle bearings on the steering shaft while I was in there.
- **NOTE: BEFORE GOING ANY FURTHER. IF POSSIBLE, PUT A MARK ON THE CHAIN AFTER THE STEERING WHEEL HAS BEEN MOVED TO THE NEUTRAL POSITION. I KNOW CHAIN IS GREASY, BUT IF POSSIBLE, USE A PAINT MARKER, NAIL POLISH OR A DAB OF PAINT. ANYTHING TO QUICKLY SEE WHERE THE MIDDLE OF THE CHAIN IS.** (a bit of foreshadowing there folks)
- This was a bear. The shaft is secured by a tapered pin that only comes out one way. The best way to describe the pin is that one side looking down at it looks like a 3 lobed 'clover'
- The other side is round, the round side is narrower than the lobed side
- I tried to tap out the pin using a nail set I happened to have on board. That did not work and I actually bent the tip of the set! I've had that set for at least 40 years! Wow.

- I called Edson a few times to be sure I was doing it right and that was when I decided I might as well buy the rebuild kit for the steering shaft. Which is also coming Defender.
- I tried a large bore phillips head screw driver and that did not work either. I just ended up putting a divot in the pin.
- I finally bit the bullet and drove to a hardware store to get a 1/4" heavy duty punch.
- 2 good hits and the pin came out. The right tool for the job I suppose!
- Of course the pin fell to the bottom, despite putting a rag there.
- It took a good bit of persuasion hitting the back of the pedestal to pull the shaft out. It was good and stuck



- Upon examination, both needle bearings and all the nylon washers and the shaft looked to be in very good shape. When I got home, I cleaned them all and they look brand new. I will keep as a back up set for the next owner!
- I then took the 4 bolts off the idler down below and let it fall. This actually freed up a lot of room to work.

Parts:

2 cables, one 18' and one 21' for about \$128 including shipping
– SeaStar Teleflex Xtreme 3300 Control Cable 18'
– SeaStar Teleflex Xtreme 3300 Control Cable 21'

Edson pedestal rebuild kit,
Edson 314-335 - \$107.99

Edson brake maintenance kit
from Hodges Marine,
Edson 316-889 - \$99.66

- These cables went in very easy. I started by fishing the end to the engine through the bilge area under the bed.
- I then fished the other end aft under the bulkhead into the starboard aft locker.
- Going back up, I grabbed each cable and fished it back into the cabin from the top. This will be covered by the aft cover when done.
- I fished the cables through the right holes in the idler up into the pedestal
- Once done, I re-installed the plastic holder tie that secures the 2 cables to the inside of the pedestal
 - This holder has grooves in it that allow the cable to be secured tightly at the very end. There is no guess work here.
 - It took just a bit of finagling to get the holder bolt back into the pedestal. NO WAY I could have done this with the chain or steering shaft in the way. NO WAY NO HOW
- I then went back down to the engine and re-secured the other ends to the appropriate locations on the engine. Again there are grooves/slots the cable naturally fits into. No guess work.
- I started the engine up and I was unprepared for how easy the shifting was. I tried reverse first and it took no effort. When I went to go back to neutral, I missed it and went right to forward...it was that easy!
- I did notice that the throttle wouldn't stay where I wanted it and the engine cable seemed to hit somewhere.
 - There are friction screws that hold the shifting levers in place. This fixed the floating throttle lever

Great Sailing ... *with a lift!*

*Dinghy davits
Outboard lifts*



“Quality is in the details.”



*Discover the convenience...the security...
the quality!*



(410) 269-1218 fax (410) 269-5230
7416 Edgewood Rd., Annapolis, MD 21403

www.katomarine.com

CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

(continued from previous page)

issue and I was able to move the engine lever a bit over and that removed any hitting.

- What a difference!

- Once done, I had to call my wife for the next task as it was too much for one person.
- I had to fish the chain back up into the pedestal. I tried to do it alone, but it kept getting kinked and jammed. With a 2nd person, we could both work the cables and chains to be sure they were straight.

Unfortunately, the pedestal kit arrived a day later than it was scheduled due to an issue with UPS.

Putting the new steering system in place while keeping the steering chain out of the way is NOT an easy task and takes 2 people. We spent the better part of 2 days working on this.

- First we had to pull the chain back up to the top of the pedestal. I will say this now. **THE CHAINS MUST BE CROSSED WITHIN THE PEDESTAL.** So like an X, they drape over the steering sprocket and then cross somewhere inside so that the cables that come out at the idle plate are opposite.
 - Originally, we spent an inordinate amount of time trying to make sure the chains dropped directly down into the holes of the idler plate and free of interference with the throttle/transmission cables and electric wires.
 - We dropped the chain a number of times as it was freshly oiled (with 30 SAE oil).
 - Once we had that done, we began the process of reinstalling the steering shaft.
- First Recommendation:**
- Place paper towel or a rag under the shaft to catch stuff, because it is going to happen.
- We lubed up the steering shaft, needle bearings and the sprocket with the lube supplied in the Edson kit.
 - I had to sand the inside of the brass sprocket, because it would not fit easily with the shaft. After some light sanding and lube, the sprocket and shaft slid together very easily. (I think there was a spur on the inside of the sprocket...maybe caused by the pin?)
 - You place the first needle bearing into the back of the pedestal, it fits perfectly.
 - There is just enough room to place the rubber washer/ring in the same place, I suggest applying enough lube so that the rubber ring stays in place by itself.
 - Using ring pliers, place the 2nd needle bearing on the shaft and lock it in with 2 ring washers.
 - Slide the shaft into the front of the pedestal and once you see it on the other side, place 2 notched washer on the shaft. Make sure the notches are visible and make sure the shaft key is inserted into the shaft and is on top.
 - Holding the sprocket with the stamped V on top, slide the shaft into the sprocket.
 - You may have to move it slightly to get the notches to line up.
 - This next task is the hardest. I had the 3 original nylon washers and 3 new ones from the kit.
 - I dropped every damn single one of them down into the pedestal.
 - We found it was best to hold the 3rd nylon washer that must be between the end of the sprocket and inside of the pedestal...describing all this is not going to be readily apparent to a

reader, but I will attach the diagram.

- This will take some finesse. You may have to lift the front of the shaft to help that 2nd set of bearings get clear so they can go through the hole in the front of the pedestal.
 - Once you get it, the whole shaft will slide right into place with very little play due to the 3 washers.
- Next you have to install the pin. Again, the lobed 3 clover looking side is the skinny side. Place that into the hole. You may have to slightly move the shaft back or forth to align the 2 holes properly.
 - Once done, some gentle taps will seat the pin. Then you can use the same punch to set her all the way home.
- Reinstalling the cables was a pain. I was in the aft locker and my wife was in the aft cabin. It took a lot of effort to get the cables onto the idler pulleys and around the quadrant.
- No matter what, we could not get one of the cables back on the quadrant.
- What happened was that the chain was not at 'top dead center' on the sprocket. We had to loosen all the cables so that we could lift the chain off the sprocket and slide it about 1" over. Once we did that, both cable ends fit perfectly into the quadrant after putting the cables back on the pulleys and quadrant grooves.
- Tightened everything up and called it quits for the day.
- The next morning I went down alone to take it out for a quick testing of our new work. Before I did that, started second guessing my work. Was the cable supposed to go straight through the base of the pedestal and then to the quadrant?
- I began doing 3 dimensional work in my head...OK, looking at it from above, the quadrant turns clockwise, the stopper begins to spin towards

the port side before it will stop any motion. That means the rudder will begin to point to starboard, ending up pointing a 2 o'clock or so.

- That means the stern will head to the starboard, the bow to port....so a left hand turn. Then vice versa for the other way....
- I tried leaning into the aft locker and I began getting the sick feeling that I had installed the steering backwards...
- So I started her up, untied the lines and backed out into the river. And right away, the prop walk I was used to and always countered became worse when I tried to counter it with the steering, which was backwards.
- I managed to get out onto the river, tried one turn to get used to the fact it was opposite and then went back into my slip. It was unbelievably difficult, left was right, right was

left. Muscle memory kept fighting me and I finally just drove it into the mud rather than risk hitting other boats. (It is funny, those with tillers are already used to this opposite steering and if you ever saw the last Titanic movie, maybe you noticed when they said 'iceberg' right ahead, they ordered the quartermaster to turn hard a port and he began turning the wheel to the right)

- All that work...wasted. So I called my wife, she came down and we had to take the whole thing apart. The steering cables off the pulleys and quadrant to give us the slack to remove the chain from the sprocket. This is when I marked the chain so that I knew where the center was.
- We tapped the pin out and it fell to the bottom. Because in my impatience, I didn't put any rags or paper towel under to catch falling stuff.

- We had to pull the steering shaft out, remove the sprocket, lose all 3 nylon washers down the pedestal (even with rags in place) and loosen the idler to get at all my dropped pieces.
- We twisted the chain, made sure looking from below and from above that the chain and cable weren't tangled up with the cables or wires and began to reassemble everything.
- That took about 10 minutes! We were professionals by then. We took our positions below decks (cabin or locker) and reassembled the cables to the quadrant.

We started her up and eased her out onto the river. Whew, after a few figure 8's, a few stops and then into reverse we were confident that everything was right.

After re-docking, I decided to install the brake kit. The night before I did a

Catalina Direct Offshore Sails By Ullman Ventura

Catalina Direct has 35 years of experience satisfying the needs of Catalina sailors.

Gary Swenson's Ullman Sails Ventura loft has specialized in quality sails for Catalinas since 1977.

Your support of Catalina Direct makes us the world's largest supplier of parts, upgrades and sails for Catalina owners.

This unique three way partnership yields the experience and sales volume necessary to provide custom quality sails at excellent prices.

A high performance shape is crafted using Gary's 37 years of sailmaking experience.

The latest sailmaking software insures his vision is translated into a beautiful three dimensional shape.

A computer driven plotter/cutter insures our shape is accurately cut from carefully chosen cloth.

Quality craftsmanship with attention to detail creates a beautifully finished sail you'll be proud of.

Call our friendly staff for personal help with your next sail order or visit us online at www.catalinadirect.com.



Catalina Direct

8 0 0 - 9 5 9 - S A I L



CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

(continued from previous page)

dry fit of the pieces and my knob did not fit into the on brake cam. One cam is threaded but it kept binding on the turning knob. The cams are brass and are easily corrupted in you screw them in wrong. So I took the piece home and ran a tap through it to clean out the threads. It was fine after that.

- You MUST put a rag or paper towel in pedestal for this task. There are a few small pieces, it is a very tight fit. The kit requires you install a new nylon sleeve in the pedestal hole. Then slide the turning knob into the hole, then slide a washer over the shaft of the turning knob, then through the first brake cam (this cam only has a hole in it)
- Then slide the turning knob all the way through and while holding the other brake cam, gently turn the knob to thread itself into the left cam (looking at it from above).
- Once you have enough thread visible, you would place the provided cotter pin into the end of

the turning knob. This will stop you from unscrewing the knob so far that the left cam falls out.

- I lost 2 washers because I didn't put anything under to stop this. I had to go to the local ship store to buy 4 more washers...
- We finally got all the pieces together, but we could not get the cotter pin. My hands were just too big. I think with a pair of very long needle nose pliers we could have done it, and maybe if I am bored, I will buy a pair and try it in the spring.
- For now, I ran seizing wire through the hole and twisted it up good. I can feel when I'm getting to the end, so I'll know not to go farther than that. But the brake works and will be useful for heaving to or in lieu of using the autopilot all the time.
- Honestly, this is either a very time consuming, difficult task, or I made it so because of lack of experience, athleticism or whatever.
- I am glad I did it. The shifter was always stiff and it was difficult for

my wife to take the helm because she would have trouble. Now she'll have to relearn NOT to be so physical when shifting!

- Should I have done the steering rebuild kit? Mine is a fresh water boat and when I cleaned up the bearings, they looked brand new. I suppose for a 1997 boat, it didn't hurt and I shouldn't have to worry about them again. As for the brake, it was a tool I used on my Catalina 30, but we didn't have an autopilot. I single hand almost all the time and with the C30, the brake helped me when I went to raise the main or to hold the wheel once I had set the sails.
- At least now I have it and I will see if it as useful on a larger boat!

This was a huge job, hopefull it will help if another rookie (like me) takes a stab at it! **—Chris Toole**, *Toole'n Around*, 1997 C380 #16, Lake Ontario, Rochester NY

Note from Gerry Douglas, Tech Advisor: 27 year "service life" is very acceptable , it is wise to replace these before they fail as the consequences of failure to shift or throttle back can be serious. Mores or Teleflex 3300 series cable is an excellent choice.

Note from Catalina Yachts, Jon Ames, Tech Editor:

Thanks to Warren Pandy for the following comments on replacement of the throttle and shift cables. "If the fiberglass cover shell in the aft cabin is unscrewed & unsiliconed, and the compass up top, the small white plastic "H" holding bracket about a foot up from the base of the pedestal can be pulled down and unfastened after messenger lines are attached up top to pull new cables back up, then a fairly stiff stick to press the "H" bracket and new cables back against the 6 O'clock position on the inside of pedestal where holding bolt goes through to secure. This will allow both the pedestal & steering chain and cables to stay in place should someone think they need to be unbolted or removed."

Catalina 36/375 International Association

Adding Battery Operated LED lights



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer



C36 Association
Technical Editor
Mk II hulls
Chic Lasser

Thanks to Norm Poulsen for submitting this article. —**Chic Lasser**

The Hylas 44 that I owned for 18 years before purchasing my 1989 Catalina 36 had 38 interior lights (just a bit of overkill). 15 of those lights were in the main cabin/galley area, 10 of them overhead. So I was a little disappointed that my new-to-me Catalina had no overhead lighting above the stove, sink, or cabin table, and the installed side lighting for those areas left a lot to be desired. And no good way that I could see to run wires through the overhead to improve the lighting. My wife quickly nixed the idea of running wires in cable covers stuck to the overhead, so I started to look into battery powered LED lights. I was amazed at the number of options available, but settled on two types, both available from Amazon. The first, to hang from an already installed hook above the main cabin table, was a Suboos Gen 2 Ultimate Tent Lantern for \$19.67. This light is water resistant to IPX5, is very bright (280 lumens on high) but puts out plenty of light for 15 hours on medium (100 lumens) with USB rechargeable lithium batteries.

The only thing I didn't like about it was that the light output was a very cool bluish white (5800K) and didn't exactly make the cabin feel warm and cozy. So I bought some amber colored stained glass paint at a local crafts store, and found that two coats on the light cover warmed up the light color nicely without reducing the output by much.

I also wanted to improve the lighting above the stove, the galley sinks, and the refrigerator (which I was often digging around in to find things that were inevitably at the bottom). I also wanted to change the lighting situation in the head. Again on Amazon I found Brilliant Evolution Puck Lights that come in two iterations: a 3-pack, each light with 55 lumen output from 3 AA batteries for 100 hours (enough for a sailing season, at least for me) for \$16.99, and a 2-pack with 45 lumen output for 40 hours from 3 AAA batteries for \$9.99. They are turned on and off by tapping the lens, and come with adhesive foam mounting tape that works very well on an overhead cleaned with denatured alcohol. I stuck one of the 55 lumen lights above the sinks, one directly behind the grab rail above the stove, and one directly over the refrigerator. What a difference they made on a late November cruise with an early sunset!

I stuck one of the 45 lumen lights on the bulkhead next to the companionway so I can tap it before going down into a dark boat. The other light (and the reason I used a lower output light) I stuck on the overhead inside the head. I had found that during those middle of the night trips to the head that seem inevitable after a certain age, at least for males, the installed light in the head totally zapped my night vision, causing me to blindly stumble about trying to find my way back into my berth. Even with the lower output light I found it was still too bright, but 3 coats of the amber stained glass paint fixed that! Better lighting in the galley, the main cabin, and the head - all for less than \$50 and with very little effort! —**Norm Poulsen**, Catalina 36, *Horizon*

Note from Gerry Douglas, Tech Advisor:

Self contained LED battery powered lights a a good solution for many applications. I recommend approximatly 3200K color temperature for a pleasant quality of light.

NATIONAL SAIL SUPPLY
Best sails for the money

You'll see the quality
You'll feel the performance
But most of all, you'll appreciate the price

Phone 1-800-611-3823 Email – NewSails@aol.com
Fax 813-200-1385 Order on the net www.nationalsail.com

Sailing doesn't have to be expensive

Sails for Catalinas

New and Used in stock

Catalina 28 International Association

Water Pump Blues

**C28 Association
Technical Editor
Ken Cox**

This year many have seemed to have had sea water pumps have issues, water leaks, oil leaks and the following was sent in by Bob Thomas a long time C28 owner and contributor on the Yahoo site, thanks Bob for passing this along. Personally I had never seen it before and feel confident it is relevant for many of our boats. **—Ken Cox**

I found this attached Westerbeke service bulletin in a recent search of another topic.

Might be worth checking you have the raw water pump removed on the “B” model.

The M25XPB and M35B before Jan 2000 have a critical cam tang weakness and require a reinforcing sleeve at the raw water pump.

The M25XBP were used late 1997, mine is a M25XPAC and is #498. The M25XPB has the raw water pump closest to the alternator, the M25XPAC the raw water pump is closer to the injection pump. **—Bob Thomas**, 1997 C28 Mk II #498

**Note from Gerry Douglas,
Tech Advisor:**

Good research and information. Westerbeke is excellent about identifying problems and making parts available at reasonable cost, even for older models. Their Customer Service is a good resource if you have questions about the applicability of a Service Bulletin.



SERVICE BULLETIN

DATE: 1-Aug-02 **BULLETIN NUMBER:** 235 Update (pg. 1)

SUBJECT: Cam Shaft Drive Tang Reinforcing Sleeve

MODEL AFFECTED: Universal M 25XPB, M 25XPBC, M 35B, M 35BC

DETAIL: Service Bulletin 235 was originally published in August 2002; see page two and three of this update for more information. Since the original publication date it has been determined that the majority of cam / pump drive problems were caused by sea water pump maintenance or lack of maintenance issues. For information regarding proper maintenance refer to your Operator's Manual. Keep in mind the sea water pump, as well as other cooling system components, require daily inspection and immediate attention should a problem exist.

The purpose of this update is to stress the importance of sea water pump seal maintenance. Seals left leaking for long periods will cause engine damage. This update is also to inform our customers that although we still strongly urge you to insure there is a cam reinforcing sleeve installed, it is no longer available free of charge from Westerbeke.

To have your engine professionally inspected by a qualified technician or to purchase a cam reinforcing sleeve kit part number 48245, please contact your local Westerbeke Dealer or Distributor.

Updated 28-June-2013

WESTERBEKE CORPORATION
Myles Standish Industrial Park, 150 John Hancock Road, Taunton, MA 02780-7319 • Tel: 508.823.7677 • Fax: 508.884.9688
www.westerbeke.com

DATE: 10 JUNE 2003

**SERVICE BULLETIN: #235
(ADDITIONAL)**

MODELS: UNIVERSAL M25XPB, M25XPBC, M35B AND M35BC

SUBJECT: CAM SHAFT DRIVE TANG REINFORCING SLEEVE

THERE HAVE BEEN CONCERNS FROM THE FIELD REGARDING THE FIT OF THE REINFORCING SLEEVE ON THE CAM SHAFT DRIVE TANG END.

TO ENSURE SECURITY OF THE SLEEVE WHEN INSTALLED ON THE CAMSHAFT.

1. WIPE THE CAMSHAFT TANGS CLEAN AND DRY AS WELL AS THE INSIDE SURFACE OF THE REINFORCING SLEEVE.
2. APPLY LOCTITE #620 TO THE OUTSIDE SURFACE OF THE CAMSHAFT TANGS AND THE INNER SURFACE OF THE REINFORCING SLEEVE.
3. INSTALL THE REINFORCING SLEEVE ONTO THE CAMSHAFT END WITH A TWISTING MOTION.
4. ALLOW THE LOCTITE TO CURE FOR 24 HOURS BEFORE OPERATING THE ENGINE.

SERVICE BULLETIN

Important - Avoid Cam Shaft Failures

DATE: AUGUST 2002

SERVICE BULLETIN #235

MODELS: UNIVERSAL M25XPB, M25XPBC, M35B AND M35BC

SUBJECT: CAM SHAFT DRIVE TANG REINFORCING SLEEVE

Random reports have been received from the field related to the failure of the sea water pump drive tang on the cam shafts of early Model "B" Series *UNIVERSALS* listed above.

These failures are related to early production models and it has been found that the sea water pump drive tang reinforcing sleeve had not been installed.

Production models with a manufacturing date code of E001 (January 2000) and older are suspect.

Owner/operators are advised to immediately remove the sea water pump off the front gear case of their engine and inspect the cam shaft sea water pump drive end to make sure it has this reinforcing sleeve. The illustrations show the cam shaft end with and without the reinforcing sleeve.

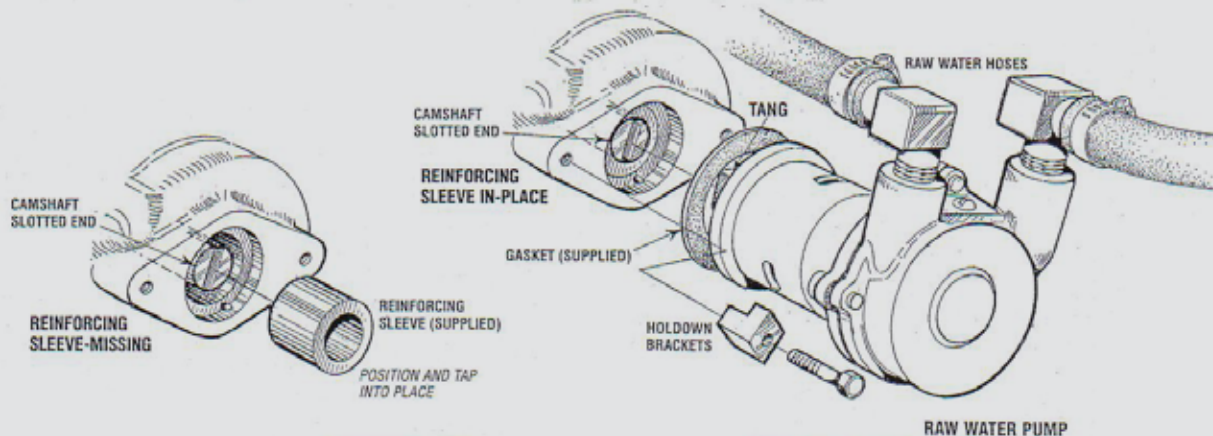
If the reinforcing sleeve is not present, contact the *WESTERBEKE CORPORATION* immediately at 508(823-7677 or email us at help@westerbeke.com referencing this Service Bulletin #235 and a sleeve and sea water pump mounting gasket will be sent at no charge. Please have the serial number of your engine available when making this request.

The reinforcing sleeve is easily installed as it is just a slight force fit fully over the sea water pump drive end of the cam shaft. Position the reinforcing sleeve squarely onto the end of the cam shaft and gently tap/push it fully onto the shaft end so it is flush with the end of the shaft.

Reinstall the sea water pump using the replacement mounting gasket supplied with the reinforcing sleeve.

This bulletin, along with a reinforcing sleeve and sea water pump mounting gasket, have been sent to all registered *UNIVERSAL* owners on record owning models listed manufactured prior to January 2000.

UNIVERSAL O.E.M. users of these models along with WESTERBEKE/UNIVERSAL Dealers are being sent copies of this bulletin and asked to pass this bulletin on to owners whose engines may be affected by it.



WESTERBEKE

WESTERBEKE CORPORATION • TEL. 1-508-823-7677
MYLES STANDISH INDUSTRIAL PARK,
150 JOHN HANCOCK ROAD, TAUNTON, MA 02780-7319

Updated 06/28/2013

Get Downwind FAST!



Twist Lock

Tri-Reacher™

NEW
Velocity™

The Fastest Way Downwind On Your Catalina is to Add a Whisker Pole to Your Jib, or a Symmetrical Spinnaker

If you need to get downwind and have a conventional non-planning hull, a jib with a whisker pole or conventional spinnaker are the fastest and easiest way to get to your destination. No need for the multiple jibe angles necessary with asymmetrical sails. Just point her deep downwind, hook up the pole and take a comfortable sail directly towards your goal.

Models & Gear for All Sizes of Catalinas

Aluminum • Carbon • 50/50 Combo

- **Twist-Lock** - For Boats 16 to 30 Feet
- **Line Control** - Premium Adjustable Length
- **Tri-Reacher** - Affordable Adjustable Length

World's #1 Whisker & Spinnaker Poles

FORESPAR®

PERFORMANCE PRODUCTS

22322 Gilberto, Rancho Santa Margarita, CA 92688
949 858-8820 • www.forespar.com

Slip Sliding Away

Have our found yourself sliding on the saloon settee's? If you have then this suggestion may be just what you need. Bob McCool sent this short write up in and the photo. But both Chad Minen and Mike Ward have made similar modifications. **—Ken Cox**

For less than \$6 total for all four seat cushions, I purchased three rolls of nonslip shelf liner at Dollar General. I simply cut them to fit and laid them down.



I'm currently two weeks into a three week cruise and this quick cheap fix is holding all four cushions in place 99% of the time. **WHAT**

A DIFFERENCE this has made in relieving one constant irritant! **—Bob McCool**

A different approach was taken by Bob Begani. He decided to also add a folding berth extension for his bot in Lake Michigan. The photo's submitted were not high enough resolution for print but can be viewed on the C-28 Yahoo group site.

Bob essentially cut an additional board that fit over the settee, attached with a piano hinge with a reinforcing strip of 1X1" wood strip on the inside under the flip out section. This holds the cushions when not deployed and serves as a reinforcement to the flip out section as well. He also attached folding legs to the inner most part of the flip out section for added support when deployed for a wider berth. So the extension can be opened in a very brief time enhancing the berth capacity and quality as well as being very sturdy.

Bob feels that one could easily do one for the opposite side as well an accommodation for the center post could be done as well. This would be great for both kids and sturdy enough for adults.

I have also seen another boat but I can't recall who's it was so I will describe it and apologize for not being able to give them the credit. On his boat on the front or inside of the settee he attached a trim board that went from one end to the other front to back and stuck up about 1" above the front of the settee. Enough to hold the cushions in place but not so high as to dig into the backs of your legs. He did route round the top of this board as well as stain to match the interior color. It looked good and worked well.

Note from Gerry Douglas, Tech Advisor:
Clever, simple solution.

E40i

The easily placed electric winch



Operates halyards, reef lines, outhaul and control lines

Stainless or Aluminium drum

3 x 6mm cables (no large cut out required)

Internal gear box and electric motor

3-speed operation with self-tailing function

Watch video of E40i in work



For Installation where space is at a premium

info@seldenus.com
www.seldenmast.com

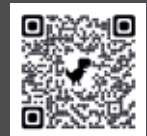
 **SELDÉN**
for sailing

SMF

SYNCHRONIZED MAIN FURLING



Upgrade your new or existing Seldén furling mast with our SMART electric motor that talks to our **E40i** 3 speed electric cabin top winch. These two motor units are **synchronized** and sense the loads to adjust power and speed automatically while operating your mainsail.



Watch video of C-425 in action

 **SELDÉN**

www.seldenmast.com

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	#4, Puget Sound rodj2@msn.com	#9, San Francisco Bay jennai1@sbcglobal.net	#15, Lake Texoma byrontobin600@hotmail.com
#1, Santa Monica Bay, CA smwyc06@gmail.com	#5, Long Island Sound tjl2000@optonline.net	#10, Gold Coast (Ventura & Channel Islands) jshapiro@kirkhill-ta.com	#16, Texas Coast byrontobin600@hotmail.com
#2, Long Beach mbierei@pirnie.com	#6, San Diego dmumby3@cox.net	#12, Punta Gorda, Florida byrontobin600@hotmail.com	#17, The Netherlands e.scheffelaar@marineobjects.nl
#3, Chesapeake Bay wjhomes@zoominternet.net	#7, Lake Ontario crew@ceibaone.ca	#14, Low Country (S. Carolina) byrontobin600@hotmail.com	NEW FLEET – Lake Huron / Cheboygan, MI jenweber33@charter.net
	#8, New Jersey Coast calypso36@comcast.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	#18 Long Island Sound (CT) www.saillisca.com	#35 Southwest Florida (see Fleet #7)	Other regional C30 Fleets
#2 Marina Del Ray, CA 800.501.1378	#19 King Harbor, CA czamites@aol.com	#36 Lake Perry, KS 913.677.3143	CRACA Columbia River, OR celtic-myst@attbi.com
#3 Long Island, NY http://www.l-y-n-c-h.com/IC30F3	#21 Chicago, IL www.catfleet21.org	#37 Vancouver Island, BC gm@bonnor.com	KLACA Kerr Lake doncourtney1@aol.com
#4 Lake Erie, OH jpaint412@msn.com	#22 Puget Sound, WA www.capsfleet1.com	#38 West Michigan, MI http://www.lmca.com/	OSCA Rhode Island www.oscafleet.org
#6 Seattle, WA Tacoma & South Sound, WA http://home.earthlink.net/~cats	#24 San Pedro, CA jerinbill@roadrunner.com	#40 Lake Pleasant, AZ 602.867.0650	SBCYA Long Island, NY www.sbcyc.org
#7 Tampa/St. Petersburg, FL AV8RSailor@verizon.net	#26 Lake Texoma, TX/OK 512.835.8680	#42 Cheney Reservoir, KS thegreenwoods@sbcglobal.net	CSMB Santa Monica Bay millerjonathon@mac.com
#8 Long Beach, CA http://www.cat30fleet8.com	#27 Barnegat Bay, NJ (no contact)	#44 Santa Cruz, CA clubmanager@scyc.org	Lake Hefner, OK bluwater30@cox.net
#10 Galveston Bay www.fleet10.com	#28 Lake Ontario, NY www.loca.ac	#45 Columbia, SC szymanskim@msn.com	Fleet #69, Austen TX http://www.catfleet69.com
#11 Chesapeake Bay, MD www.sailccyc.org	#29 Chelsea on Hudson, NY salcerniglia@optonline.net	#46 Grapevine Lake, TX atanua.sail@gmail.com	GC3, Alabama GulfCoastCatalinaCruisers.com
#12 North Atlantic (MA) www.allcatalinane.org	#30 Hampton Roads, VA http://fleet30.org/index.htm	South Shore Yacht Club, Milwaukee, WI http://2011ic30anationalregatta.com	
#13 San Diego, CA www.sdatalinaassoc.com	#31 Clinton River, MI drpost6290@yahoo.com		
	#32 Lake Lanier, GA rose@deltaenv.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.

All Catalina Association Fleet 21, Chicago Region

50th Year Anniversary

Catalina Fleet 21, Chicago Region just celebrated its 50th year anniversary with a gala celebratory banquet at the Burnham Park Yacht Club. Nine past commodores and over 50 members attended. Highlights of the evening included a champagne toast, an awards ceremony, reading of a congratulatory letter from the president of Catalina Yachts, Sharon Day and a wonderful dinner followed by dancing.

In its 50 years Catalina Fleet 21 has grown from a fleet of new Catalina 22 owners to an All-Catalina Fleet with boats of all sizes. The first official meeting was held on June 21, 1973. We believe that Fleet 21 is the oldest, continuously active Fleet in the Catalina organization. At that time most of the 22's were trailered to various lakes for cruising and racing. As new members joined and members upgraded, larger Catalina sailboats, including the 25, 27, 30 and 36 were added to the Fleet and membership was opened to all sailboats manufactured by Catalina Yachts. Many sought permanent moorings on Lake Michigan. In 2023 the Fleet had boats of all sizes from 22 to 445. Fleet 21 now has boats in harbors from Racine, WI to Michigan City IN, with most boats in Chicago and Michigan City.

Fleet 21 regularly sponsors events including overnight outings to various harbors, educational and entertaining events held at Chicago area yacht clubs and an annual Awards Banquet held at the end of each sailing season.

Fleet 21 plans to continue for another 50 years! If you have a Catalina Sailboat in the Chicago area, you are invited to join us. See our website at: catfleet21.org or call our membership chairperson, April Hansen 319-321-9751 for information on joining. We will be glad to have you join us for Catalina sailing fun! —**Dave DeAre**



9 Past Commodores, Fleet 21



Anniversary Banquet attendees in front of 50th banner



Chicago skyline from Burnham Park Yacht Club, Banquet location

Catalina 470 National Association

Commodore Report



**C470 Association
Commodore
Bill Martinelli**

Threes

Somewhere, someone has made the statement that lots of things come in threes. What those things are I suppose is up to the person who experiences them. Recently we were in Loreto, Baja Sur, Mexico shopping for fresh provisions to replenish the boat for another couple of weeks of traveling.

Weather for the next four to five days was predicted to be strong northerlies, so we decided to sail five miles north of town for the shelter of Isla Coronado. Anchoring on the south side of the island would protect us from most of the weather. We could drop our hook quite close to shore, and while we would still experience 15-20 knots of wind we would have very little wave action or fetch.

We'd been having trouble with our water maker and had turned the circuit breaker for the fresh water

pump on and off the previous day. After we anchored, mia sposa said she had turned a faucet on and nothing happened. Hmmm, OK, checked the breaker and it was off/tripped, turned it back on and, viola we had water pressure again! A few moments later the breaker tripped once more, &*\$* the pump was shorting out. Well, we carry spares, so I went digging in our stash and came up with a replacement pump. It took about 20 minutes with digging around in the bilge to swap out old pump for new. Problem number one. Check!

Problem number two was the water maker. The WM would start up producing water at about 12.5 GPH and within ten minutes would drop down to 8 GPH. Alright I'd seen this before, it was a sign that the brushes in the electric motor to run one of the pressure pumps had worn out. To access, remove and replace that pump is about a two and a half hour boat yoga experience under the forward stateroom bed. Once I extracted the pump, I found that a snap ring that secures a bearing in one end of the motor had come out of its retaining groove allowing the armature to move

back and forth about .090 inch thus wearing out the brushes long before their normal life span. How this snap ring got out of its groove is beyond me as these are quite hard to remove.

Ok! Got everything fixed, tools put away, boat cleaned up just before meal time! Yay! Had dinner, watched a bit of TV and around 7:30 decided to start up the generator to run the air conditioners. Crank, crank, crank, crank, *#@%! Generator will not start. Problem number three!

There are a couple of usual things to check on our Mase and I conclude that the fuel pump to feed the injector pump is not working. Back to the spares department, pull out a spare fuel pump, return to boat yoga under the pullman. That all takes about an hour, I then get to put away all those tools and clean up the boat again.

Maybe it was Murphy who talked about things happening in threes? No, I think Murphy's Law is more like if things can go wrong they will and always at an inappropriate time.

So that was (at least) three hours of fun, fun, fun! **—Bill Martinelli**, photos by Julie Lynn Olson



Another adventure in the forward Pullman.



Voyager's Loreto Neighbor, Megayacht Aquijo, 49 foot beam!

Catalina 4 Series Association

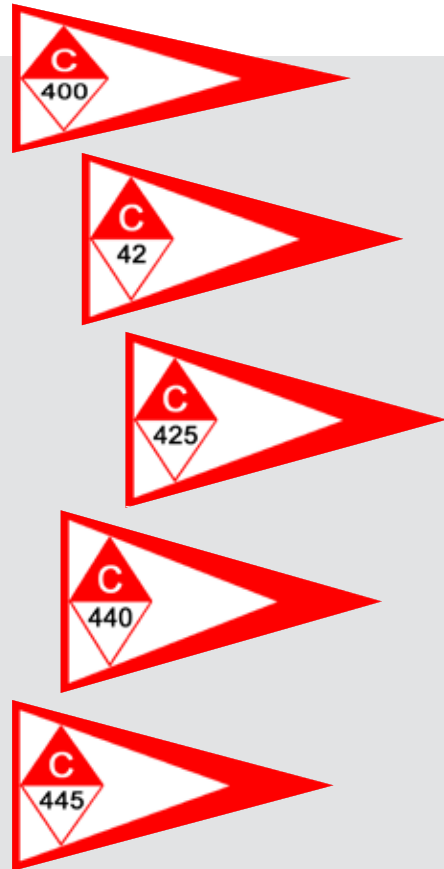
Your New Burgees Have Arrived!

Made from long lasting material 14 inches high by 21 inches long, they read correctly from port or starboard side. The price is \$35 (shipping included)! We buy them and sell them at cost.



How to Order

E-Mail your order to Tom Sokolski at treasurer@catalina4series.org
Specify which burgee, how many, and the address you want it mailed to.
Mail check to:
Catalina 4 Series Association
23 Plumrose Ct
Portland, CT, 06480



CALL US TODAY
401-847-7960



GORI PROPELLER
experience the difference

Lowest drag, 100% reverse thrust. Unique overdrive.



**Now 2X
More
Teeth!**

The best rope, line & debris cutter there is!
Two piece, simple install.

MOONLIGHT HATCHES

High quality hatches & portlights.
Flush, compact, smooth design.



sales@ab-marine.com | ab-marine.com

QUINTE CANVAS - Top Shop Inc.

U.S. Sailors. Save an extra 20% off with the exchange rates.



Keep your baby clean and dry this winter. Our 1" aluminum frames with Arctic Guard cover, installs in just a few hours. Mast up or down.

(800) 268-4186
Kingston, Ontario Canada
topshop@quintecanvas.ca
www.topshop.on.ca

Catalina 34/355 International Association

Secretary's Report



**C34/355
Association
Secretary
Stu Jackson**

C34/355IA Membership rose to 465 from last quarter's 450, and includes 26 C355s.

It was twenty years ago today, Sgt. Pepper taught the band to play. That little song fragment has been running around my head for the past week here in December and I couldn't figure out why, maybe it'd come up on my music in the car. And then I realized that it wasn't twenty years, but actually 25 years ago when we bought *Aquavite* in July of 1998. Time flies...and all that. That thought also, however, reminded me of a very nice Christmas Day that year. The boat was still new to us, we'd survived a line wrapped around the prop at Angel Island in San Francisco earlier that month, where I'd enjoyed a hot shower after swimming to clear it without a wet suit or goggles! Things were looking up from the relative camping we'd enjoyed on our Catalina 25 for the prior 11 years.

Our previous owner had gifted us a complete set of *Mainsheet* magazines

from the first issue that had any information on the then-brand-new Catalina 34 starting with the 1987 issue. We'd also saved the C34 brochure from a boat show visit which is now one of many in the wiki. I'd read all of those magazines and had put post-it stickies on all of the C34 pages with notes on the contents. That clear, cool Christmas day I started on what would become the "Tech Notes Index." I listed the subject and *Mainsheet* issue date and typed it up in a word processor document. The Forum/Main Message Board wouldn't come into existence until 2001, so we published the Index in the old static C34 "bulletin board" format, transferred and kept updating it in the Forum when it arrived, and discontinued the index in 2006 once the *Tech Notes Online* were developed. What happened in this evolution was driven by the consistent goals of the Catalina 34 International Association Officers over literally decades to share the wealth of technical information about our boats and systems, and to provide a platform for maintaining that material as well as for skippers to continue their input and discussion. We used to scan the published text into black & white PDFs and since 2007 we've been posting the original articles in full color. It remains encouraging to

see the volume of new questions on the Forum/Main Message Board, the place to exchange daily ideas and questions, and which along with the 2009 tech wiki is being used to document more new ideas from a growing group of new C34 skippers. Many thanks are due to those officers, many of whom have served for long periods and who continue to contribute to both the organization and the technical database we've developed with the help and input from all of you.

Address Change – We've moved from the house we've occupied since we arrived in British Columbia in 2016, about 10 kilometers south to the next town closer to Victoria. The new address is: 801 Frayne Road, Mill Bay, BC, Canada, V0R 2P4. We encourage you to use PayPal for your memberships, you need not be a PayPal member to use the service on our home page. Never thought I'd say it, but paper checks are just so old school.

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*

MAINSHEET

Advertising

To reserve advertising space contact:
 Jim Holder
 Phone (706) 951-4282
 Fax (706) 651-0533
 cv.jholder@mainsheet.net



Catalina 30/309 International Association

Vice Commodore Report

IC30A Vice Commodore
Rod Worrell

Ahoy, fellow Catalina 30 Association members and friends. Happy 50th Birthday! Yes, our Catalina 30 series boats were first launched in 1974. What a fantastic run. Approximately 6,500 hulls were built over the following 30 years – an industry record! To put this in perspective, if one were to put all C30 side by side, it would cover more than 13 miles! Untold numbers continue to float and sail today – a testimony to their popularity and well-conceived design. Thank you, Frank Butler!

To honor and celebrate our heritage, you all need to come to San Francisco this coming September to the South Beach Yacht Club and participate in our Catalina 30 National Regatta. It will be an unforgettable event. Fleet One, the very first fleet of our Association, is organizing the event and welcomes as many Catalina

30 entries for the races and all other C30 sailors to come for the parties as possible. Can we count you in? San Francisco Bay has a well-respected reputation of great sailing conditions. Our regatta will take advantage of this special setting. Be on the look-out in the next Mainsheet and our Association's website for the Notice of Race and other news informing you of this much anticipated occasion.

In the meantime, as also announced in the last Mainsheet, the time is ready for our Association's next generation of leadership. Over the years, we've greatly benefited from the current Board and the stage is now to elect new officers to invest in our Association's legacy and set course for our next 50 years. Please share your interest in this endeavor by contacting me, Rod Worrell, at rworrell@worrelldesign.com so we can gather candidates, share your "resume" with membership and elect you to be our newest Board.

Speaking of our Catalina 30's great design, what do think of the

remarkable story in the last Mainsheet of one of our own crossing the Atlantic? Impressive! Preparation, good seamanship and a mind to do it. Well done. Who's next to share your Catalina 30 experience? Let that be you. Please submit your article and it will be published in Mainsheet for the rest of us to be inspired.

Lastly, we've all had a full sailing season for 2023 and by the time this piece comes out, a good portion of you have been long-settled in for a cold northern winter. Your vessel is quietly stored on the hard, anxious for a new launch in a couple more months. Here in Houston, Dixie, our Catalina 30, is patiently tied up next to the house ready to sail out onto Galveston Bay. You all are welcome to come visit. Let me know and we can arrange a fresh sail at that moment! Happy 50th Birthday! **–Rod Worrell**, 1979 Dixie #1337 TRBSFK, IC30A/309A, 10705 Briar Forest Drive, Houston, TX 77042, Email: IC30ASSN@gmail.com, Website: www.catalina30.com



CATALINA 30 NATIONAL REGATTA & 50TH ANNIVERSARY CELEBRATION

September 27-29, 2024

Hosted by Catalina 30 Fleet 1 and South Beach Yacht Club
San Francisco, California • www.catalina30fleet1.org

FOR MORE INFORMATION OR TO JOIN AN EMAIL LIST FOR THIS EVENT, PLEASE WRITE TO CATALINA30FLEET1@GMAIL.COM



Advertising Index

A.B. Marine 45

Catalina Yachts Store 29

Cruising Design, Inc 11

Edson C4

Forespar 40

Garhauer Marine C3

Garmin C2

Kato Marine 33

National Sail Supply 37

Quinte Canvas 45

Schaefer Marine 7

Seldén 41

Seoladair Ltd 30

Signet Marine 19

Sound Sailing 6

Ullman Sails 35

Yanmar 5

Zarcor 25

Catalina 22 National Association

Association Editor Report



**C22
Association Editor
Rich Fox**

The Catalina 22 National Sailing Association is pleased to welcome three newly established fleets in 2023 - Fleet #148 of Pensacola, Florida, Fleet #149 of Cave Run, Kentucky, and Fleet #150 of Birmingham, Alabama.

Fleet #148 is based out of Grand Lagoon Yacht Club and the Pensacola Yacht Club. The new fleet sails the waters of Pensacola Bay, Grand Lagoon, and Perdido Bay. Fleet Captain is Mark Heindl.

Fleet #149 is based out of Cave Run Lake near Morehead, Kentucky. Fleet captain is Mark Breeden. Fleet 149 already has five C22NSA members and will focus on racing.

Fleet #150 is based out of the Birmingham Sailing Club located on Logan Martin Lake. Fleet captain is P.J. Callahan. BSC has a regularly active racing program with a strong Thistle and Flying Scot fleet.

The Notice of Race.

Sailing Instructions, and online registration is now available for the 2024 Catalina 22 National Championship Regatta on the Catalina 22 National Sailing Association’s website (catalina22.org). The event will take place 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.

2024 Catalina 22 Great Lakes Cruise

Catalina 22 Fleet 130 Captain Mike Bracket is pleased to announce the 2024 Catalina 22 Great Lakes Cruise the week of July 7 to 13. This sailing adventure will navigate the waters and towns of northern Lake Huron, including:

- Cheboygan
- Bois Blanc Island
- Le Cheneau Islands
- Hessel (Upper Peninsula)
- Mackinac Island

Visit the catalina22.org website for more information about this event and to contact the event organizer.

Future Events?

If you or your sail club has a Catalina 22 cruise or regatta planned for 2024, please forward dates and available details to me by email to c22mainbrace@yahoo.com so they may be included in the Spring MainBrace and promptly posted on the Association’s website.

MAINSHEET

Advertising

To reserve advertising space contact:

Jim Holder

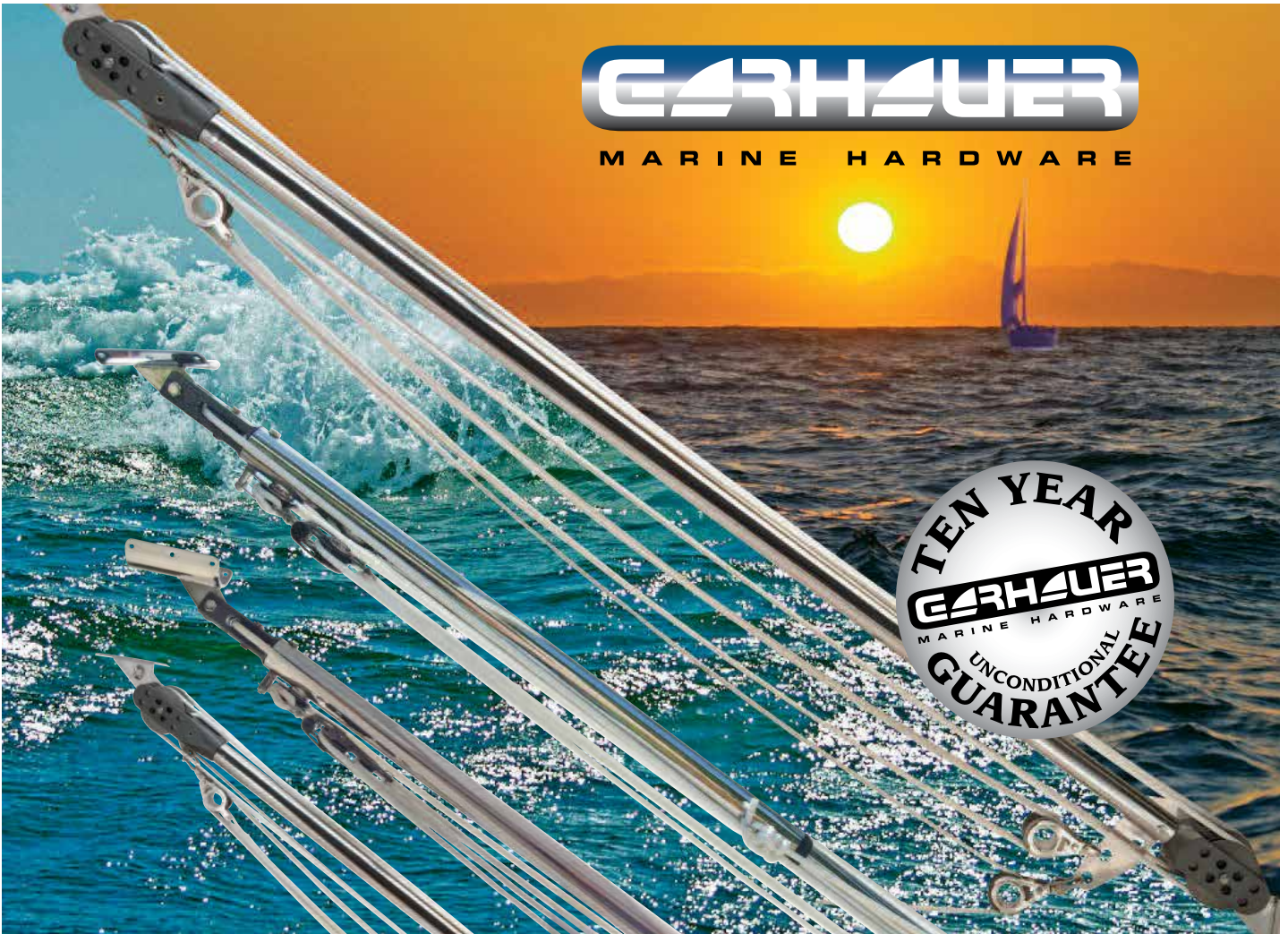
Phone (706) 951-4282

Fax (706) 651-0533

cv.jholder@mainsheet.net

GARHAUER

MARINE HARDWARE



RV20-1 DX

Experience the extra level of mainsheet efficiency only a rigid boom can provide. Whether you are going downwind or beating in a blow, a Garhauer rigid boom will deliver optimum sail shape with less effort. You have a choice of aluminum and or stainless vang assembly with lightweight stainless steel blocks. Control lines can be led aft for easy cockpit adjustments. Best of all you can expect years trouble-free service, backed up by our 10 year unconditional guarantee.

Now sail with more confidence and spend less:

RV12-1 -boat size: 18-24 ft. Length: made to order.
 Tube diameter: 1-1/2" Custom fittings for mast & boom.
 \$385.00 (usd)

RV16-1 - boat size: 28-34 ft.Length: made to order.
 Tube diameter: 2"Custom fittings for mast and boom.
 \$467.50 (usd)

RV25-1

RV16-1

RV20-1 SL

RV20-1 SL -boat size: 28-44 ft. Length: made to order.
 Tube diameter: 1-3/4" Custom fittings for mast & boom.
 \$599.50 (usd)

RV20-1 DX - boat size: 28-44 ft. Length: made to order.
 Tube diameter: 2" Custom fittings for mast and boom.
 \$679.80 (usd)

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)



1082 West Ninth St.
 Upland, CA 91786

Ph: (909) 985-9993
 FAX: (909) 946-3913

email: garhauer@garhauermarine.com
<http://www.garhauermarine.com>

Your Connection to the Water

Edson is proud to be Catalina's steering supplier since 1979, and to support all Catalina owners. Our maintenance video library has tips and tricks on annual inspection and service, and we stock an extensive array of original equipment parts and classic boating accessories to keep your Catalina passage ready.

www.edsonmarine.com

