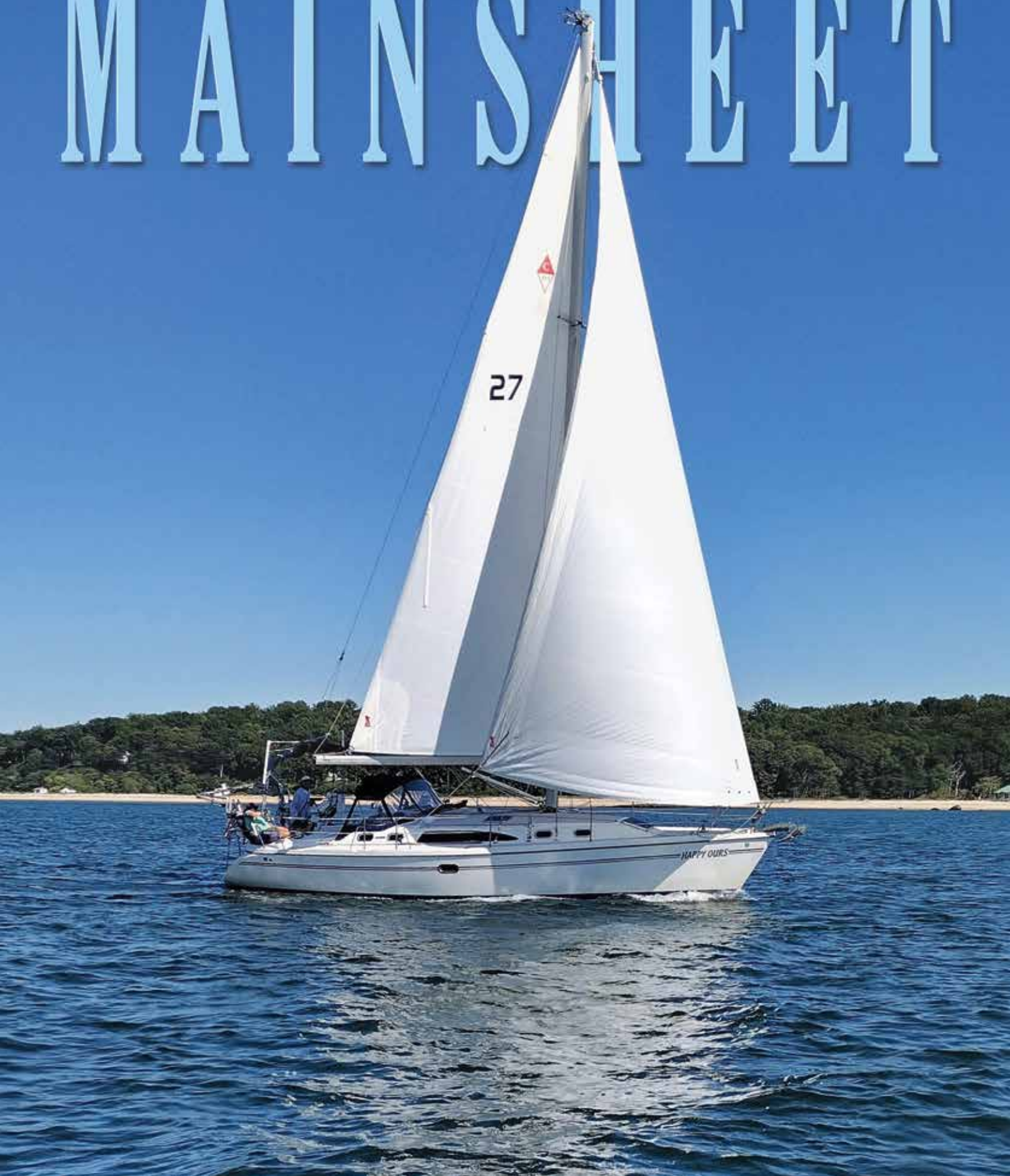


**Catalina** OWNERS  
MAGAZINE 

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VOL. 42, NO. 2  
SUMMER 2024

# MAINSHEET





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# MAINSHEET

SUMMER 2024

Volume 42 • Number 2

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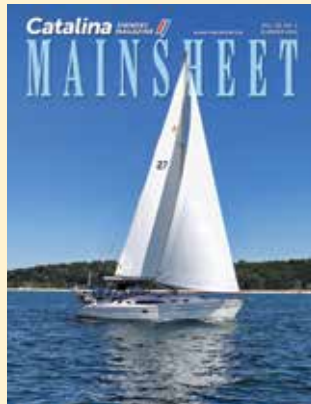
(Associate Technical Editor): Ron Hill (Fleet 12), ronphyllhill@comcast.net

## ABOUT OUR COVER:

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This is *Happy Ours*, our Catalina 375 in Oyster Bay, NY with Bruce Weller at the helm and first mate Shari Weller. This is our third season owning this boat and we are really loving it.

Photo by Paul Amundson



### **Catalina 320 International Association • [www.catalina320.com](http://www.catalina320.com)**

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Capri 25 Hulls: Position Open

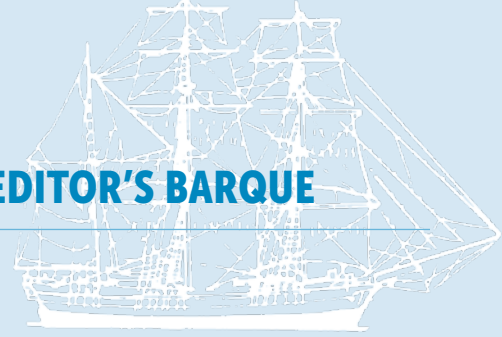
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## EDITOR'S BARQUE

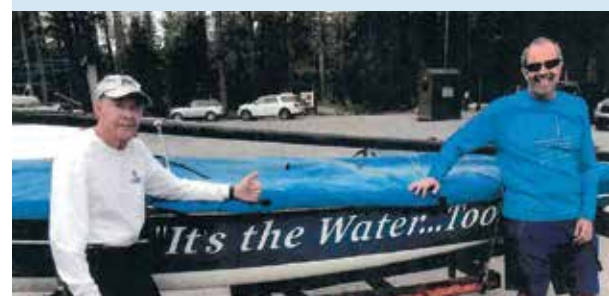


## Mainsheet



It's been a forty-two-year voyage with *Mainsheet* for Carol and me. And the time has finally come to drop anchor, roll up the sails,

and hand things over to a new captain. Catalina Yachts will keep someone at the helm, and *Mainsheet* should continue sailing a smooth course into the future. Fair winds. –Jim and Carol



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***From the Factory:***

*Catalina Factory Spotlight*

**By Jon Ames and the Engineering crew at Catalina**

Hello again from Catalina Yachts in Largo Florida. Going into the summer we have some updates on interesting projects on the production side, and introductions of more of the talented personnel that make up our factory family.

**Staff Introductions**

Continuing with the staff introductions is Mike Quinn. Mike is the plant and production manager and has worked with Catalina Yachts for 40 years! Mike oversees every aspect of building and shipping our boats, but also managing the teams that work together to make a harmonious environment. Mike treats every single employee at the plant like family and he has craftspeople that have worked with him for decades. Working with Mike is an education daily as his knowledge runs deep and his experience is without match. Thousands of Catalina sailboats have been produced at this plant under Mike's guidance and his impact on the industry is underappreciated! Thank you Mike, for your years of dedication!



**Mike Quinn**

Next up is Chris Muth. Chris runs the tooling building and crew and has been with Catalina since 1987 marking 37 years building boats. Chris and his crew are responsible for creating all the amazing plugs and molds we use to build our beautiful Catalinas. Just briefly, a tooling plug is an exact replica of a finished part, a deck for example. It contains all the complicated yet beautiful shapes that make for a comfortable, ergonomic, and appealing boat. Chris can create any shape that we can imagine, but more importantly we always rely on his opinion and judgement to make things look and fit just right. A perfect example of artist and craftsman, Chris is one of a kind in this industry. I can't wait to introduce



**Chris Muth**

the next new Catalina sailboat with Chris leading the tooling team because we know it will be perfect!

This spring there are some interesting things happening at the plant. Last time I mentioned the new keel design and we have been doing further sea trials and testing on a 425 with the new keel. We scheduled an extended sea trial from the Miami boat show back to Tampa Bay to put the boat and keel through its paces. Reaching out of Miami, zig zagging through the keys, and beating north along the coast gave us a chance to test all the systems on this new 425 from Ed Massey. Anchoring overnight in Little Shark River in the Everglades we just happened to share the space with another Catalina 425.



## Images and Calculations

Our new team member Cole Jacobsen was able to get some amazing drone shots of our trip and the boat despite almost losing the drone on the very first flight (thank goodness for toe rails!)

And we had a chance to practice celestial navigation with Danny Blankenship our delivery captain. Doing noon shots, calculating lines of position, working through almanac tables and finding our position to within ½ mile at one point was very rewarding.

**(Pictured above) Anchoring overnight in Little Shark River in the Everglades.**

**(Pictured right) Cole Jacobsen capturing amazing drone shots of our trip.**



**FROM THE FACTORY**

(continued from previous page)



**Celestial navigation with Danny Blankenship, our delivery captain.**

We also started documenting performance and creating a new polar plot for the boat with the new keel. We will share that later after we summarize the data and create the new plot. I hope to have other owners contribute their data as well so we can create an empirical plot vs a computer prediction.

In addition, every system on the boat was reviewed and critiqued and we will have more analysis of things we loved and things we will be updating and improving in the future. We are always pushing for continuous improvement and trips like these give us that opportunity to test and refine the boats.

Finally, a thank you to everyone I have heard from since we started the factory spotlight articles in the Mainsheet. I love hearing the feedback and comments so please reach out to us anytime! Untill next time, thanks. —**Jon Ames** and the Engineering crew at Catalina



**Every system on the boat was reviewed and critiqued.**



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## View from the Bridge: Canadian Waters

By Joe Grande, Commodore, Catalina 320 International Association • *Whisper* #772



As I sit down in *Whisper's* salon to write this article, our clocks have been adjusted with the arrival of daylight-saving time. Spring is a little more than a week away.

During recent weeks, California has gone from drought to deluge with floods and landslides from San Francisco to Los Angeles. Last week residents of Truckee, California awoke to seven feet of overnight snow. We have watched as storms have ridden the Pineapple Express from Hawaii to our East Coast.

I have been a continuous Catalina owner for 49 years, jumping into sailing with the purchase of a Catalina 22 in 1975. In 1980 I moved up to my Catalina 25. Needing a home in 2003, I chose my Catalina 320. January 2024 was a momentous month. It marked 20 years with *Whisper* #772, the ending of my mortgage and the celebration of my 80th birthday. I have logged over 1600 engine hours and untold nautical miles under sail.

When you receive this issue of *Mainsheet*, you are on the cusp of Summer. Have you established your



*Whisper* under Spinnaker.

summer cruising plan? Will it be a series of weekends afloat or extended cruising? I have friends who, months in advance, spend hours pouring over charts and tide and current tables as they plan every detail of their cruise.

I march to a different drummer. I plan with broad strokes but determine each day's float plan based on weather, tide and current. My last cruise into Canadian waters was pre-COVID and it has been five years. Writing this article has provided the opportunity to dig into my photo archive to relive those summers.

In the Spring issue of *Mainsheet*, Mark Cole, our 320IA editor gave

you a glimpse of our inland Salish Sea south of Port Townsend. While *Whisper* has taken me as far south as Swantown in Olympia, the bulk of my cruising has been north of Port Townsend, through the San Juan and Canadian Gulf Islands as far as Desolation Sound. COVID put a stop to that. This summer will see a return to a full month of cruising the Canadian half of the Salish Sea, tucked inside of Vancouver Island.

When heading to Canada, my favorite port of departure is Roche Harbor on the northwest end of San Juan Island. Now a resort, it's history is all about the manufacture of lime. It

***VIEW FROM THE BRIDGE***

(continued from previous page)



**Octopus Island cabin.**

provides easy access to Canada Customs at Poet’s Cove on South Pender Island.

Canada offers countless destinations, from remote Chatterbox Falls, Refuge Cove, Octopus Island and Prideaux Haven to the more often traveled Bowen Island and False Creek in downtown Vancouver. Octopus Island is tucked into the northeast corner of Quadra Island, where boaters are welcome to leave their marks in this private cabin.

Harvesting Dungeness Crab is a favorite summer activity. It is a protected fishery in both U.S. and Canadian waters—allowed only Thursday through Monday when the season is open to recreational crabbers.

Wherever your plans take you this summer, be safe.



**Crab Benedict.**



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# A Cappella

## Best of Both Worlds

My Catalina 320 Experience  
by David Nastri

**“Three, Two...One! ” I call, swiveling my head to make sure there is no traffic under the jib or to my right, and turning the wheel to bring *A Cappella’s* bow up on the wind and pointed toward the starting line. “Jib in hard, go! go! go! Go! GO!” accelerates out of my mouth. Thirty seconds to the Start signal, on starboard, heading toward the line, 8 boat lengths to go, massive #2 coming in quickly; precisely where I want to be!**

**Y**ou would not believe that an hour ago the crew was carrying the last totes and bags to my car as I was pulling ‘the big anchor’ (250 feet of line and 50 feet of chain) out of the bow locker and removing the dinghy motor from the stern mount. I had returned from a couple of nights moored at Isthmus Cove on Catalina Island with just enough time to strip the boat for another Wet Wednesday race, hosted by neighboring Cabrillo Beach Yacht Club. In 2022, we managed to race more than 40 times through the year, and I cruised her to Catalina seven times for a total of 13 nights. In 2023, *A Cappella* raced 50 times and I still managed seven trips to the Island, spending 15 nights. With this

Catalina 320, I’m getting the best of both worlds!

*A Cappella* is Catalina 320, hull #935, delivered to Denny Browne in Redondo Beach, Ca in 2003. He raced her regularly and successfully for 17 years in Santa Monica Bay. When Denny had her, he added a spinnaker pole track on the mast, topping lift, backstay adjuster and spin-sheet blocks. She has port/starboard jib halyards, port/starboard spinnaker halyards, fore guy rigging, and a tack line block on the anchor roller bale. She also has a two-bladed folding prop. I added roller furling for cruising convenience; I chose a Harken MK IV furler with a twin luff track so we can change sails when racing. I keep an anchor, 150’ of line

(Pictured left) *A Cappella* sails past the Point Vicente Lighthouse, Palos Verdes, CA, in the King Harbor to Cabrillo Beach Race, July 2023. Credit: James Lee, KHYC • (Pictured below) *A Cappella* "At Speed" in Hurricane Gulch, San Pedro, CA for a Fast Friday. Credit: Micah Tarrel, Buccaneer YC.



and a segment of chain in a blue Ikea bag in the starboard hanging locker. I chose that location both to keep it accessible and to balance the 320's 3-degree port list when the tanks are empty. Thankfully, I've never had to use the anchor in an emergency, but I know it's easily accessible as the anchor line has acted as a towline for other boats on five separate occasions since I've owned *A Cappella*.

We race her through the summer in Hurricane Gulch, a section of Los Angeles Harbor in San Pedro, California. Summer evening windspeed in 'the Gulch' is typically 15-17 knots, with gusts to 20 and beyond; this typically dies off either with the setting sun or distance from the beach. The 135% #2 Genoa gets a lot of work on weeknights. It might seem

counterintuitive, but the winds are lighter here in winter unless there is a storm around, so the 150% #1 works into the mix more in the cold months, and I'm considering a 110% #3 for summer!

For electronics, she carries a suite of Raymarine brand equipment. The Axiom chart plotter takes data from the wind sensor, speed sensor, and GPS receiver, calculates current and wind, and overlays it all on the course chart. It's an entry-level priced unit with some surprisingly sophisticated modules. As we check in for the race, I hit a button to 'ping' or mark the start line in the Axiom's racing module, then start the timer when the start sequence is launched. There is a 'time-to-burn' function on the start screen, telling me when to head back to the line, but

I tend to back up my brain with that, rather than live by it. I know how heavy the boat and seas are tonight, and how those will impact her acceleration; the sensors and software aren't that sophisticated yet. The timer beeps at the various intervals of the start sequence, and one of my crew backs this up by calling time; this allows me to focus on my start strategy and the traffic that intends to impede my strategy. I have all the local race marks plotted on the chart and can call up some of the more common courses with little distraction. In home waters I don't use it as much, but in other areas, that 30" tall mark is often hard to pick up against the background clutter from two miles away. Having that rhumb line on the screen gives us a place to start, and the binoculars are always hanging

## A CAPPELLA, BEST OF BOTH WORLDS

(continued from previous page)



**A Cappella charging the start line on a Wednesday night race, author at helm.**

**Credit Volker Corell, CBYC**

from the binnacle for a quick look. The Catalina 320 performance ‘polars’ are preprogrammed into the chart plotter, so I get a reading on how efficiently I am sailing her in current conditions vs where the computer thinks I should be. If I see that I’m below 92%, I start looking around for why her speed is down; typically, it’s my fault for pinching too close to the wind.

We spend a lot of weekend mornings motoring places for races. On winter weekends we deliver eight miles east to Long Beach for various race series hosted by yacht clubs there. Three- or four-times last summer, we motored her over to Santa Monica

Bay for a series of 20 to 30 mile races back to San Pedro and Long Beach. Our races are typically random leg or medium distance to a specific sea-buoy, with few true windward/leeward buoy races. We’re going to compete in a couple of races to Catalina Island in the 2024 race year. If those go well, we may stretch our legs as far as Santa Barbara for the 80-mile Santa Barbara to King Harbor race. The races we enter are handicapped under the Performance Handicap Racing Fleet, or PHRF rule. Our base rating here in SoCal is 150, and I applied for an additional 2-second offset for having all Dacron sails, giving me 152 seconds

Our races are typically random leg or medium distance to a specific sea-buoy, with few true windward/leeward buoy races. We’re going to compete in a couple of races to Catalina Island in the 2024 race year. If those go well, we may stretch our legs as far as Santa Barbara for the 80-mile Santa Barbara to King Harbor race.

per mile. The Catalina 320 seems to rate higher (slower) at 156-159 in other parts of the country, for reasons I can’t determine. We’re typically racing in a fleet with similar ratings, so if I handle the boat well and the crew gets it right, we place well! Handicap ratings are truly a subject of their own.

Under the local PHRF handicap rules, the V-berth cushions may be removed from the boat, probably so they don’t get soaked when dousing a spinnaker; they’re typically the last thing to leave *A Cappella* when she converts to a racer. But on the way to the starting zone, if I’ve cut it too close, John, the mainsheetman is often running the galley faucet to drain the rear water tank!

Santa Catalina Island is the primary cruising destination for Southern California sailors. It took me about two years to get to the island for the first time, and from that point I was hooked on that side of the Catalina 320’s personality too. Sometimes I just throw a few things on board, fill the water tanks, and cross the 20 miles to the Isthmus or Avalon, have dinner ashore and come home the next morning! My friend “Otto the autopilot” knows the trip well. There is nothing quite like the sound of the swim ladder splashing into the ocean, typically the first act after mooring and shutting down the engine. If moored at Isthmus Cove at Two Harbors, or Emerald Bay on the island’s west end, paddleboarding, hiking and snorkeling are the prime activities. If I’m looking for a resort-town feel, I’ll go to Avalon with lots of restaurants, shops, a supermarket, and a mini-golf course for the kids. I’m still trying to determine which noisy bar in Avalon Steven Stills tried to call her from in the song “Southern Cross!”

While there are countless articles and technical posts about customizations for cruising on the



**A *Cappella* moored in Emerald Bay, Catalina Island. Note the steering wheel and water containers on the starboard rail. Credit: Molly O'Brien, Buccaneer YC.**

Catalina 320 owners' forum and Facebook group, I haven't made any major changes for this use of *A Cappella*. I typically go for two to three nights, so I'm not pushing her limits. I have cruised for as long as four nights and had as many as four people aboard for two nights. From this limited experience, I have discovered that water and power are the two key elements in comfortable cruising! She has a pair of 4D AGM batteries, which I charge at the island with a pair of 100w semi-flexible solar panels. Six hours of full sunlight will typically recharge the batteries from their overnight exertions, although I am considering an upgrade to 200w panels. For water, if it's just me for a couple of nights, the tanks will suffice. If I bring my 12-year-old daughter or go for more nights, I carry 21 gallons of fresh water in 3 plastic cans and refill as needed. I changed the head to a fresh water / manual pump; that has eliminated the stagnant water smell but increased my water usage. I try to use the front tank first by closing the rear tank valve, so the tank is empty (for weight) by the time I come home to race. This has, however, caused several expletive-

filled, soap-covered dashes to the rear cabin to open the rear tank valve when the front tank runs dry!

The 44" wheel comes off and gets tied to the gate stanchion and wedged in place with the extra water jugs from below. This clears the cabin and cockpit for easy movement. You can see this in the picture of the boat moored at Emerald Bay. I learned early to make sure the helm is straight before unscrewing the wheel; the shaft key is a vital part of the steering system, which I might need to get home! I came close to losing it once...once. The shaft key goes overhead on the glass rack above the galley so I don't forget where I put it. If I'm alone, I just bring a paddleboard for transportation to shore. If my daughter or girlfriend

I have developed a containerized method of loading and unloading the boat in a hurry. A couple of 2-cubic foot totes with locking lids and a stack of laundry bags make the job go quick. I unload the galley equipment into the various lockers and drawers, and the empty totes go to the car.

attends, I have a 10' inflatable dinghy. The paddleboard is typically drier.

I have developed a containerized method of loading and unloading the boat in a hurry. A couple of 2-cubic foot totes with locking lids and a stack of laundry bags make the job go quick. I unload the galley equipment into the various lockers and drawers, and the empty totes go to the car. Towels, bedding and pillows all go in nylon laundry bags. Solar panels and tray tables for the cockpit ride wedged between stacked rear cabin mattresses so they don't slide around. While I sing her praises, I think the one shortcoming of the 320 is the lack of storage; the forward cabin acts as general storage when moored. I just close the door to hide the mess!

Scott Montgomery of Long Beach, California has Catalina 320 Olympia, 1999, hull #584. We're both members of the Buccaneer Yacht Club of San Pedro, Ca. He sails with me as crew and against me as a skipper! When he acquired Olympia a year ago, she was rigged as a cruiser, but he raced her against us in our Club's Fast Friday series last summer. He has since added a bowsprit, spinnaker halyard and backstay adjuster (great solutions; he should write an article about these!) He plans to race her in long-distance weekend races using an asymmetrical spinnaker. For the Fast Friday series, I took First Place series honors in the PHRF Handicap fleet, and Scott went home with the Second Place series trophy! His boat is proof you don't have to have a race-rigged boat to be competitive!

***A CAPPELLA, BEST OF BOTH WORLDS***

(continued from previous page)



***A Cappella and Olympia compete in Fast Friday series inside LA Harbor, San Pedro, CA. Credit: Micah Tarrel, Buccaneer YC.***

I am very grateful for the new friends I have made on this rapid journey! It was only three years from meeting the Buccaneer Yacht Club and being invited to sail with them to a fifty-race season! Over that time, I’ve cobbled together a group of over twenty friends as crew pool

for racing. I have met some through the Buccaneers, some by chance meetings, someone might ask if they could bring a friend, and maybe, just maybe, a couple of piratical moves on other boat crews. Some are complete sailing novices who signed up just to get on the water and see what it was

like and were totally hooked. Some are experienced racers who want to restart their passion at another age, and others are boat owners / cruisers who wanted to get on the water more and learn more about sailing. In every aspect we are a remarkably diverse group, from a Jamaican lilt to two Frenchmen named Pierre, and the common thread for is all is sailing! When we race, I need five or six people to handle the boat and symmetrical spinnaker, and out of the twenty or so on the text thread, I can always fill the various skill sets needed. The boat has Google Calendar and a WhatsApp thread for keeping us organized. We don’t practice as a team as much as we should, so we talk through almost every maneuver

In every aspect we are a remarkably diverse group, from a Jamaican lilt to two Frenchmen named Pierre, and the common thread for is all is sailing! When we race, I need five or six people to handle the boat and symmetrical spinnaker, and out of the twenty or so on the text thread, I can always fill the various skill sets needed.

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***A CAPPELLA, BEST OF BOTH WORLDS***

(continued from previous page)



**The crew prepares for the start of the Outlaw Regatta, one of several ‘pirate garb mandatory’ races last year!**

**Credit: JP Watanabe, *A Cappella* crew**

before it occurs. As skills increase so do friendships. I watch with a smile as the crew WhatsApp thread blows up around a holiday or birthday, unrelated to the boat, just friendships. Food is important. On the day-long races, I will bring sandwiches so everyone is fed. Susan, one of the regular trimmers, loves to bake, so we get cookies on most races. Off the water, we meet a few times a year around a table or an event. I made pizza at my place for the last crew meeting, and 22 of us, spouses included, were welcomed to crash the end-of-season luau at a local yacht club for our own end-of-season party. The crew kindly presented me with an unexpected gift card from West Marine, and I bought a new radio for the boat.

I am originally from Bristol, Rhode Island, the family home just a block

from the storied Herreshoff boat yard; my parents said sailing was in my blood. They were right. I learned to sail in a Lightning, then graduated at 14 to an engineless Catalina 27 at the Navy Sailing Center in Long Beach when my family moved to my Father’s Marine Corp duty station here. I learned to race on the foredeck of a Puget Sound racer when I lived there for a year. Many years later, I’m a proud Dad, as my daughter Bella has been bitten by the sailing and racing bug, too! It started with Optimists at summer camp before I even thought about buying a boat, and now she’s a junior member of a Yacht Club! She practices in FJs and Lasers with the High School team, although she’s only in 7th grade.

My parents owned a Catalina 27 and then a Catalina 30 – both named p.r.n. for my mother, a nurse – when

I was young, so it seemed natural that when I started looking for my own boat after a thirty-year hiatus in my sailing career, it would be from Catalina Yachts. *A Cappella* came into my life in the summer of 2020, at the height of the pandemic and has been a significant inspiration for the past four years. When I bought her, a friend said to me: “This boat is a gift, treat it as such! Race, teach, sail as much as you can, but most of all, share it with love!” Looking back over the past four years, I am thankful for the lesson he shared. I am grateful for *A Cappella’s* presence in my life and all the joy she has brought me!

“Hey Pierre,” I ask my friend as we’re heading downwind for the next mark, “What is Racing?” He responds smiling, as the schtick never grows old with us... “Sailing with a Purpose!”



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**Greetings  
from a**  
**Scottish**  
**Catalina**

**BY DAVID GILBERTSON • AILSA • CATALINA 34 MKII 1362**



**Lybster Harbour Caithness**

**J**ust prior to the Covid pandemic in 2020 I made the decision to sell my Alan Buchanan classic *Barbican*. After nearly twenty years of rewarding ownership, it was time to find a new custodian for her. Maintenance of a lovely wooden classic begins to wane. She is now happily berthed in Dublin Ireland.

*Barbican* was commissioned by the late Bernard Hayman, editor of Yachting World magazine for 17 years.

The yacht market in the UK was frenetic, individuals opting to buy yachts to live aboard and work from home afloat.

Initially I viewed a very well presented Halberg Rassy 312 MK II, not designed for tall mariners.

*Ailsa* a 1997 Catalina 34 MK II was listed with a reputable broker on the West coast of Scotland. I knew very little about Catalina yachts, didn't Catalina build flying boats during WW2?

My wife and I took off to the west to view *Ailsa* and came away excited with what we had seen. We made our offer based on the reality there was definitely a need for upgrading.

A new mainsail, replacement for the Autohelm, a re trim of the saloon. Twenty five years had taken its toll, not surprising. Water ingress at the port lights. The brokers representative quoting, "that's an easy job" just seals! Easy! Another story.

May 2021 saw our first proper season with *Ailsa*. Our summer swinging mooring is in the delightful harbour at Plockton, close to the magical Island of Skye.

We winter ashore on the Clyde at Sandpoint marina at Dumbarton. This where the keel of the famous tea clipper "Cutty Sark" was laid. My direct forebear was involved in the building of the ship and went bust in the process! Another story.

I have had most of my sailing adventures on the west coast of Scotland, operating from April to the end of October exploring the myriads of islands and glorious anchorages. From Shetland in the north to the Clyde in the south.

The British obsession with the weather is very relevant on the west coast, when it is good, the cruising experience competes with the best in the world, when it is bad, wet and windy there is only one option. Hunker down, heater on, good company, good food, and maybe a wee dram to seal the deal!

Catalina, observations. She sails really well, Her wing keel is a new concept for me, but comes in

handy for exploring shallower nooks and crannies! The accommodation works really well, the lovely sealed port lights giving a lovely feeling of space with the natural light flowing in. The cool box is a revelation, a supply of ice cubes! Really pleased with our acquisition.

In 2023 we ventured to the East coast of Scotland, after wintering afloat in delightful Lossiemouth. (Our sister ship *Java* another C34MK II was wintering in Lossiemouth as well, lovely coincidence.) Our summer swinging mooring was at the extraordinary sand dune surrounded Findhorn. In May we took off to Orkney and based ourselves at the historic port of Stromness off the famous Scapa Flow. Ten knot tides available at springs when crossing the Pentland Firth, to be avoided.

After a month in Orkney including Folk festival, great Orcadian hospitality and it was time to return south. Blue skies, gentle breeze, orcas and minke whale for company.

Later in the season we transited west via the Caledonian canal. It was horrid highland weather, wind and rain on the nose as we plugged our way through 23 miles of Loch Ness, Nessy was not out to play. The following week, apparently five hundred people converged on Loch Ness in the hope of spotting the monster!

So, now as I type our days are beginning to stretch, the *Ailsa* pre season jobs list is beginning to be completed and we look forward to launching at the end of April and another rewarding west coast season ahead. —**David Gilbertson**, *Ailsa* Catalina 34 MKII 1362



*Ailsa* in Tobermory Island of Mull



**GREETINGS FROM A SCOTTISH CATALINA**

(continued from previous page)



Barbican leaving Oban island of Mull

**I have had most of my sailing adventures on the west coast of Scotland, operating from April to the end of October exploring the myriads of islands and glorious anchorages.**



Findhorn mooring



At anchor in the Summer Isles



Ailsa at anchor off Viking canal



Sister ship Java at Lossiemouth



Findhorn



At sea off Loch Nevis



# GREETINGS FROM A SCOTTISH CATALINA

(continued from previous page)



Sea lock at Crinan canal

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# Tech Notes from Association Technical Editors



Tech Notes are also available at [www.mainsheet.net](http://www.mainsheet.net) in PDF format for printing or reading on digital devices. Summer 2024 password: S422

**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](mailto:warren@catalinayachts.com)

## Catalina 470 National Association

### Splish-Splash Mish-Mash



**C470  
Association  
Technical Editor  
Joe Rocchio**

As I write, the Gulf of Mexico off Marco Island, FL winks with sunrise glinting off the water and I am bathed in balmy 80° light breezes. My thoughts flash back Northeast to where *Onward* C470-126 sits in its slip awaiting passage of yet another offshore Low heading NE. Truth be told, I liked the “old days” better when, at this time of year, my view was of the incomparable waters of the Bahamas. Ah well, sic transit gloria mariner.

My decision to buy a C470 in 2003 opened up a long run of sailing adventures – continuing today but in a bit different way. A great design produced by a great company was a great start – but only part of the equation. Perhaps the best part has been the community of fellow C470 Owners who have always been there for

advice and camaraderie, in person, via the email group, and supported by the C470 Association – a great team, a great community.

As I was doing some research in my archive of the thousands of emails from C470 Fleet members, a couple of themes came to mind that I thought worth sharing as many hulls are moving on to new owners.

#### Steering Loss

I and a group of experienced cruisers once got “checked out” by a charter company manager in Tortola after he had observed us going through all of the boat systems as he came aboard. I told him I’d make it easy on him as we “got” the basic principles: mast-up, keel-down, water-out. That was enough to clear us. Now, beyond meeting these basic principles, perhaps the worst thing to happen would be to lose steering.

The dual-helm design of the C470 makes it more fun and easier to not only sail and race but to move about the cockpit. The built-in redundancy of having a “back-up” helm in place

is great additional benefit. The emergency tiller adds another level of redundancy. Removal of the access plate in the cockpit floor just aft of the table/console allows the vertical tube of the emergency tiller to be inserted into the top of the horizontal steering drum. The emergency tiller rod can then be used. Not a lot of leverage is provided and I’d hate to do it for any length of time, but it works. If you spend any time OTBR (out of Tow-BoatUS range), I suggest that you find where you have this device stowed and put it in action to check you both out. When done, be sure to put a good waterproof grease coating on the access plate threads to prevent water leaks and corrosion.

The Edson steering on *Onward* has performed superbly over more than 80K nm. But glitches have occurred. The steering system should be part of your regular periodic maintenance checklist. Remove the compass pods at each wheel and use a light + mirror [really, today no C470 should go far away from home without a video inspection tool aboard] to make sure there are no visible faults in SS wire cables, sheaves fastenings, etc.

Periodically drop the overhead in the aft berth to be able to view the steering cable runs and forward section of the steering drum. Clean, lubricate, and make sure all attachments are secure. From the stern locker, clean and check for corrosion for both

My decision to buy a C470 in 2003 opened up a long run of sailing adventures – continuing today but in a bit different way. A great design produced by a great company was a great start – but only part of the equation. Perhaps the best part has been the community of Owners.



helm; check the steering cables for wear; tension the turnbuckles and u-clamps that attach them to the steering drum. Make sure there are no broken or corroded wires and no excessive play – taut is not good.

Some C470s have experienced failures of steering cable turning sheave/mounts due to over stress and/or a problematic installation. In any case, don't hesitate to contact Edson if you have questions. And, while you're in the locker, check to see that the autopilot turn sensor is secure and functional. AND make sure there is nothing loose in the lockers to foul the motion of the quadrant should you experience a knock-down or excessive heel.

You are not done yet! At 0430 one October morning, *Onward* was heading out of Sandy Hook NJ enroute to the Chesapeake. Suddenly, the autopilot lost the ability to steer the boat. It was trying but it had no effect. Once a clear head emerged from my immediate panic, a bout of troubleshooting in the port stern locker found that the pivot pin that connects the arm of the autopilot linear drive to the steering quadrant arm had simply fallen out of the arm! Years of use and lack of inspection had allowed the nuts to come off the pin and set it free! A simple fix. But the point is, this critical component needs be on your periodic checklist for critical systems. Carry a spare!

### Rudder Loss.

While *Onward* was being built in Largo FL, I visited the factory to see its construction in progress. I had just heard of a problem with one of the early hull numbers having its rudder fail. So, I discussed this and was told that Catalina redesigned the armature (I got to inspect one) and improved the fabrication. They worked with owners with problems to correct the issue. A couple of hulls have purchased new rudders with the improved design when they encountered the problem. Now, *Onward* has done a bit of unintended "bottom sounding" and I have found the rudder to be very rugged. It is important to regularly check, whenever the opportunity occurs, to make sure there is no play between the rudder blade and the shaft – that needs immediate remediation.

### Rigging Loss

The next item in my musings' angst closet is loss of the rig. Rigging replacement needs to be considered as the C470 fleet is largely in the vicinity of 20-years old. Your research will find a wide spectrum of advice, from 10 to 20+ years, to replace the rigging. The only really accurate advice is: It depends! Factors include stress

endured: hard racing, gentle cruising, long sea passages, heavy weather and heavy sea conditions, etc., etc.

One of the major considerations is the strength and quality of the rigging to begin with. Before departing Annapolis for ~16 years of costal cruising, I engaged the most reputable rigger there to check out the rigging and make some minor adjustments. The most significant thing I was told by him was that the C470's rigging sizes were well above what he encountered in other vessels in the 47-55' range. I've found it a challenge to find riggers with equipment large enough to handle these larger sizes. It seems Frank Butler's penchant for being able to get the best-plus from his suppliers was in action here.

I know of only a very few C470s that have done a rigging replacement. I plan to do a formal survey of the Fleet. Any owner who is now or is about to engage in strenuous and OTBR sailing should have a knowledgeable rigger check the rig for incipient corrosion and cracks. If you decide to replace the rigging, it is well worthwhile to un-step the mast and replace all the lines and wiring as well as checking and replacing sheaves as needed. The overall cost will likely be in the \$20K range. A note of caution: the quality of stainless steel used in wire and components varies greatly – better quality (more costly) leads to lower corrosion over time and better safety. **-Joe Rocchio**

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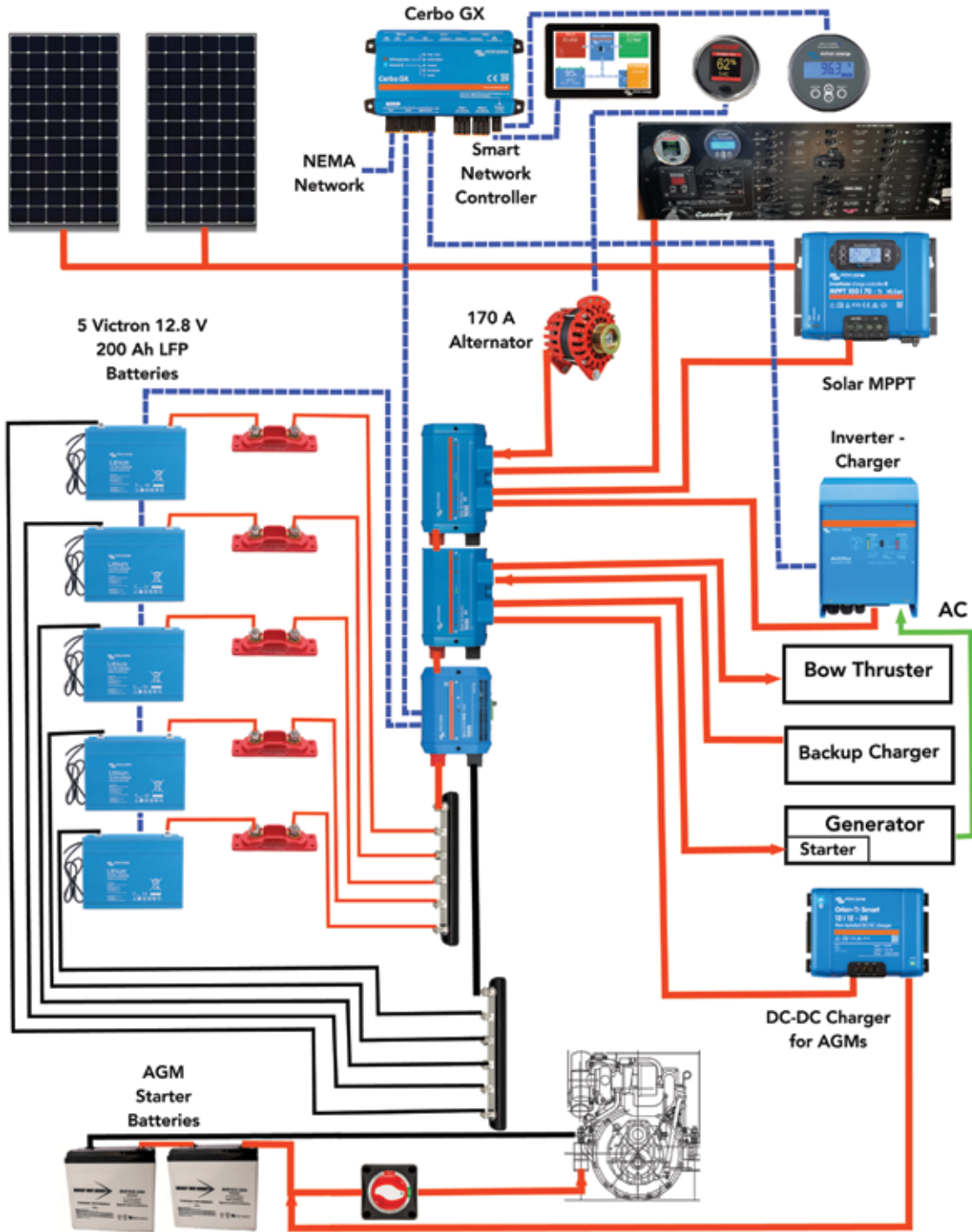
**CATALINA 470 NATIONAL ASSOCIATION**

(continued from previous page)

**EDITORS NOTE: Correction from Mainsheet Spring 2024 C470 Tech article.**

The two 6-V AGM starter batteries were shown in parallel while they should be in series. Please see corrected schematic showing batteries in series in the lower right portion of the diagram.

**SV Dulcinea C470-110 DC Power System Schematic**



# Catalina 380/385/387/390 International Association

## Your New C385 Association Tech Editor, Bill Templeton



It seems like yesterday, not 5 years ago, my wife Pat and I took delivery of our C385 hull 081 *Makani Kai*. This is our third *Makani Kai* having spent the previous 14 years with C350 hull 333 and being Tech Editor for that group for the last 8. I am pleased to be accepted by the Catalina 380/385/387 Association as Technical Editor for 385 hulls. The majority of the modifications we made to our 350 are chronicled in *Mainsheet* over the years 2012 – 2019. Many of these “mods”, have been

adapted to the 385 since that first Winter. I hope to share these with the group as well as those unique to the current *Makani Kai* .... giving owners of Catalina classes ideas. We toyed with moving up from our 350 for several years, please see my View from the Bridge in *Mainsheet* Summer 2019. With this introduction I respectfully submit the following “Quick and Easy Increase in Storage” on the 385. If you have changes and modifications you have made to your 385 PLEASE send to me to share with the Catalina family.

–Bill Templeton, pbtemp6816@verizon.net



Pat and Bill on delivery day



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



**C385  
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(continued from previous page)

**Quick and Easy Increase in Storage**

Upon delivery of our 385 that first Winter (2018 – 2019) we became somewhat shockingly aware that this was not just a “step up” from our 350.....we were dealing with an entirely different boat! Among the many adjustments we had to make was a challenge to meeting our storage needs below, especially in the main salon. Why? The graceful, more traditional shear of the 385 reduces the height of many cabinets and compartments, especially along the starboard side. How we rose to those challenges and found places for all our stuff I will cover in future submissions to *Mainsheet*. No one could argue against the 350 having an immense amount of storage but I did find one space on the 385 that was not on the 350. While preparing to run wires for washdown, forward shore power hook-ups and cabin fans I found a blank piece of plywood behind the middle seatback of the portside settee. I pulled the plywood to run wires and was pleasantly surprised to find a wide open space (which my wife immediately tagged as perfect for beach towels). It is a semi-finished space with the AC duct running along the bottom so would not be suitable for heavy or hard-cornered objects. It was a simple job to “loft” the opening onto the plywood .... Cut it out and then line the opening with black corrugated split tubing (which I purchased at an elite chandlery – my local hardware store). The photos show this simple project with, I think, a most acceptable outcome.

–**Bill Templeton**, C385 Tech Editor

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

This is a very good use of this space with minimal expense. Be sure to sand the interior spaced to eliminate any fiberglass fiber burrs from the surface and make sure the ends and bottom of the compartment are sealed.

**Note from Catalina Yachts, Jon Ames, Tech Editor:**

I enjoyed Bill’s article however I would like to point out the following: Explore and get to know your boat! The better you know the nooks and crannies of the boat the more knowledgeable you will be in case of issues or emergencies. Secondly, if you are considering cutting into areas of the boat don’t hesitate to call us at the factory first. There are structural areas on the boat that might be tempting to cut away for access and storage but in high load areas they may have critical amounts of fiberglass supporting mast or stringer loads. In this case Bill is just utilizing an area that we occasionally use for trim ballast with no structural implications, but if in doubt please give us a call to discuss.



# Catalina 350 International Association

## Easy Solar



**C350  
Association  
Technical Editor  
Jason Crew**

Special thanks to George A. Thor for submitting this article. **—Jason Crew**

Northeast of Sodus Bay, my home port on Lake Ontario, is the Canada Thousand Islands National Park. This park is made up of eighteen islands that allow mooring or anchoring with access to trails on the islands. It is a favorite place that my wife Mary and I have been visiting every Summer for the past many years of sailing the Lake.

Since buying our 2005 Catalina 350 a few years ago, a major problem was how to power the refrigerator and not have the batteries drain below 50% while moored at an island. This is especially problematic since internal or external generators and charging while running the engine is not allowed at most of the park islands. My 440 Amp Hr lead-acid battery bank can supply enough power for 36 hours, so other than spending every other day at a marina to charge up the batteries or motoring around the islands for hours while the alternator charges the batteries, we elected to install solar panels sized to increase our self-sufficiency by reducing the refrigerator drain on the batteries, thus allowing us to stay at great anchorages for longer.

I decided that the best place to mount solar panels was on the bimini like so many other sailors. To avoid shading of the panel by the boom, I decided not to go with one large panel but two smaller panels located at the either end of the bimini, keeping the bimini top sail viewing window clear.

Working with the helpful people at Custom Marine Products, I purchased two SunPower Maxeon 70 Watt monocrystalline solar panels. Each panel is 21.3" X 27.8" allowing me to fit a panel in each back corner of the bimini, hopefully avoiding the boom shading both panels at once. There is a little shading caused by the backstays, but connecting them in parallel should reduce any power loss.

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**CATALINA 350 INTERNATIONAL ASSOCIATION**

(continued from previous page)



Solar panels attached on bimini attached with magnets and tied to backstays

I decided that the best place to mount solar panels was on the bimini. To avoid shading of the panel by the boom, I decided not to go with one large panel but two smaller panels located at the either end of the bimini.

The panels are held in place on the bimini with strong magnets. The bimini being new, I didn't want to make holes in it for stud mounting the panels. For a little extra assurance, I tied the panels to the backstays in case of strong winds.

Along with the panels I purchased a Victron Smart Solar MPPT 75/15 controller and 60 feet of solar cable. The solar controller needs to be near the batteries so I mounted it on the battery compartment wall under the nav desk.

The cable from Custom Marine Products comes with one female and one male MC4 connector on ends of the cable, so cut the cable in half. My order also came with two MC4 2-1 T-branch connectors used in connecting two solar panels in parallel to a controller. However, the cable length from the panels was a little too



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**Battery compartment with solar controller top in blue, seen under nav station. Note labeled solar panel wires.**

short to make the connections from the panels to the T-branch connector, so I bought a pair of Y Branch Parallel Solar Adapter Cable Connectors on a short length of wire, sourced from Amazon.

Using these T-branch connectors allowed me to run the solar cables along the underside of the bimini down the bimini pole, through the transom



**Y Branch Parallel Solar Connectors.**

and along the port side of the under deck to the nav station cabinet. Then down the side where the battery cables run from inside the electrical panel to the inside of the battery box and then to the controller. Wherever possible, cable ties were used to attach the solar cables to existing wiring.

Before running the solar cables, I marked each end with tape corresponding to the positive or negative MC-4 connector on the other end. It is important to get the correct polarity wire into the corresponding controller fitting and as the wires will be indistinguishable, the ends must be marked.

It was suggested that a solar off switch be placed in the positive solar lead. I did this by fitting this wire to a Blue Seas OFF/ON Toggle Panel Switch – 8204, mounting it in an unused circuit breaker position in the electrical panel.

I used a Blue Sea 0.83” Cable Clam to make a water tight passage for the solar cables through the transom by drilling two holes in its rubber seal and used an existing 7/8 inch hole in the transom that was used for an external GPS antenna.



**Solar wires run down the back stays into bimini zipper enclosure and down to the transom.**



**The positive solar wire was cut and attached to the switch.**



**Solar wires led through the cable gland into the port quarter locker.**

**CATALINA 350 INTERNATIONAL ASSOCIATION**

(continued from previous page)



These are wire ferrules crimped on the wire ends.

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I used AWG 10 wire from the batteries to the controller through a hole drilled in the upper battery box side near the controller. The solar panel wires also were fed through this hole. AWG 10 is more than capable of supplying the solar controller output to the batteries at this short distance. The positive lead going from the Victron to the battery bank was fused with a 20 Amp ATO/ATC fuse.

The Victron solar controller uses a screw to hold down the wires. For a better connection I crimped wire ferrules to the end of each wire ensuring a tight connection in the controller.

Each panel is theoretically capable of producing 32 Amp Hrs per 6 hour day. This means that I can count on close to 60 Amp Hrs of battery charging on a optimally sunny day. After turning the installation on, I ran at the dock a test starting at 8am by turning off the battery charger on a sunny day. The batteries were at 100% SOC and the refrigerator running. At night I used all the lighting (LED) and pumps I would use at anchor.

The next morning at 8am, the battery SOC was at 91%. I left the boat for forty-eight hours running only the refrigerator. When I came back, the battery SOC was 86%.

The panels were not keeping up with all the refrigerator power usage but certainly were able to slow its drain on the batteries. Anchoring or mooring at an island for two days or even sailing a day, albeit sunny days, was now possible without a large drain on the batteries. This certainly met my expectations and made me less reliant on shore power or an engine driven alternator.

The installation cost for the solar panels, solar controller, solar wire, parallel MC-4 Y connectors, panel switch and transom cable gland was under \$1300 and well worth it. Now about those magnets holding the panels. After installing the solar panels, we left for a Great Lakes Cruising Club meetup at Trenton, Ontario. Crossing the Lake for about 52 nm, we were served two rain squalls, each with 25-30 kt winds. The panels did not move during either of these squalls. For now, it justified not holing the bimini and mounting the panels with studs. **-G. A. Thor**, Catalina 350, *Outlander*

**Note from Gerry Douglas, Tech Advisor:**  
 This is a very nice installation and well thought out out and sourced. Somewhat larger panels of 100-140 watts each will usually keep up with refrigeration demands in most climates. The magnet mounting is a very clever solution, bigger panels though will require ridged connections in a blow.



# Catalina 28 International Association

## C28 Fuel Systems • Evolution & Type

C28 Association  
Technical Editor  
Ken Cox

The fuel systems for the Catalina 28 have had several changes or evolution's during it's build life. There have been two types both from the fuel line hose connections as well as the electrical connections that power the lift or supply pump.

Lets assume for this illustration your fuel is recently new and your filters are new. Old fuel can create a hard to start condition.

### Electrical:

On the early models the fuel pump was powered up with the key when it was on, if you lost oil pressure the small circuit board behind the engine panel would sense this and sound the alarm. The engine would continue to run until it was either shut down or the engine would lock up. Now these boards are no longer available. There have been many different wire around solutions. It would be almost impossible to cover all of the possibilities in this short article.

On the later models the power wire for the lift pump ran through the oil sending unit and if the oil supply or pressure was below specifications the fuel pump would shut off and the engine stop. In other words the lift

pump would not receive power until the engine had cranked enough to build oil pressure causing a slight delay in fuel supply output.

Each type of system has it's pro's and con's. Each system also has a different process to trouble shoot the lift pump, on the early pumps with the key on it runs, on the later ones if the oil sensor failed most of the time it would just leak, if it open shorted the lift pump would stop. So a failed sensor could stop the engine when the engine is fine. This has it's own set of nuances.

So the electrical side you do have to trace out and identify what you have and diagnose accordingly, again to many possibilities to cover.

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**CATALINA 28 INTERNATIONAL ASSOCIATION**

(continued from previous page)

**Fuel System:**

As for the fuel system itself, it came in the form of either a vacuum system or pressure system. The difference being with the pressure system the supply hose ran first to the lift or pressure pump before anything else. On the vacuum system it went to the RaCor filter first and then to the fuel pump and then to the spin on filter on the engine and then beyond.

Again each type has it's unique challenges for troubleshooting. To test

the fuel pump on the pressure system, disconnect the output line of the fuel pump and put it in a jug, turn on the key you should feel it running and it should shoot fuel into the can, if so it is most likely fine, you can still check output pressure to see if it is making the proper pressure. But it will not make pressure if the pump is worn or if there is no supply fuel entering, this indicates that some where between the tank and the pump it is not getting fuel. This could be caused due to no fuel,

restricted p/u tube or hose. Normally if there is no restriction and you disconnect the supply hose and it does not spill fuel it is a supply issue and not a bad pump.

On a vacuum type of system, fuel can be stopped from flowing to the lift pump if there is a leak in the RaCor filter, it will suck air easier than fuel. This vacuum leak has to be repaired before fuel will flow. You can remove the fuel filter and take the supply directly to the lift pump to see if it will

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draw the fuel, this confirms a vacuum leak in the RaCo.

Without fuel flow you cannot test the pump pressure in either system.

Once you have fuel out of the lift pump it then goes to the spin on fuel filter on the engine, with the lift pump running, open the bleed screw, it should be pumping, run until all air is gone.

The only remaining items to check would be the injection pump and the injectors, these both can be tested in the field with out removing the injection pump. Take the injectors out of the engine and remove the pipes that run from the injection pump to the injectors. With the injectors out it will crank faster.

Turn the pipes 180 degrees and the pipes will be sticking away from the engine. Put these in a bucket and crank the engine. Have protective eye-ware on it is at high pressure and do not put your fingers under them to see if they have pressure, if it does it can cut your finger off in a heartbeat bone and all. As you crank the engine you should see each pipe spitting fuel and you should be able to tell if they are all spitting and if they are all spitting about equally. This is about as good of a test as you can do in the field. You could go as far to collect the fuel in three cups and see if they are the same but for the most

part your either going to be pretty close to each other or nothing. If one has nothing you will probably need a new plunger, barrel and spring for that one. A fuel shop with a test bench, a very expensive piece of equipment, can test in more detail. Most shops on this type of pump just replace the innards for all three and ship it to be candid as many do not have a bench to test this type. If all appears as it should the final item is the injectors.

You can put the injectors into the pipes and crank it again. It again should shoot fuel from each injector. You can only test to see if they spray fuel, if it is about equal and maybe get a sense for the pattern of the spray. It should be a fine mist, it should not be a spray or droplets. Most likely they will all spray differently on worn injectors.

An actual bench injector tester has a tube to screw the injector into, much like the pipes between the injection pump and the injector but there is just one of them and a gauge to read pressure and a pump that you pump with. If you had an injector tester this is what you would look for. First you would close the valve on the tester and pump it several time to clean out the injector and get any air out. Then you would open the screw valve and slowly pump the pump and watch the gauge for pressure, they should pop at 2200

psi. Once you know the pressure is correct, do it again and watch the spray that goes into the bucket, it should be a very fine mist, no droplets or dribbles if there are any it fails the pattern test. Next you pull slowly on the pump and it should pop and spray like a machine gun like it would do in the engine, this is called a pop test. The last test is to slowly pump the pump to 2190 psi and hold that pressure for 15 seconds, it should not change pressure it should not drip, if it does it fails.

On a no start I first check starting circuit, batteries good, starter turning at the proper speed, then check the glow plugs first, making sure they are getting voltage as well as doing an ohm test on each one of them, then split the system in half. If I have a no start, I check for supply out of the spin on filter, a quick and easy thing to check. If I have pressure I know the issue is past the filters and supply pump. From there it's just a matter of working the list above for most situations.

If you have questions drop me at e-mail. The above process will resolve almost all issues on a non-common rail system.

In the meantime, fix it fast and sail it faster. —**Ken Cox**, *Acadia* #317, [kenneth\\_cox@sbcglobal.net](mailto:kenneth_cox@sbcglobal.net)

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

The advice in this article only applies to Universal diesel engines. Testing the high pressure fuel system, so well described in this article, should only be done by experienced amateur or professional mechanics.

#### **Note from Catalina Yachts, Jon Ames, Tech Editor:**

Troubleshooting a fuel system can be a complicated project and Ken gives a thorough explanation of his techniques. While we can't get into every possible scenario I would remind everyone to pay attention to ABYC H-33 Diesel Fuel Systems. The takeaway I would like to emphasize is that after working on and possibly dismantling portions of the system, please be sure to check the system for leaks. H-33 gives specific instructions for the tank and system and they are worth reviewing to avoid a possibly dangerous fuel leak. And also special thanks to Warren Pandy for reminding us of another item to check on a no start situation. "Even when the Racor filter plus engine fuel filter are clear is that some aluminum fuel tank builders will install a screen or mesh at the bottom of the pick up tube, even when a manufacturer may not request it. If that plugs up with algae or debris it may be a forgotten item to check for."

# 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
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	#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
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### 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
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Let us know where you sail!

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

# Catalina 4 Series Association

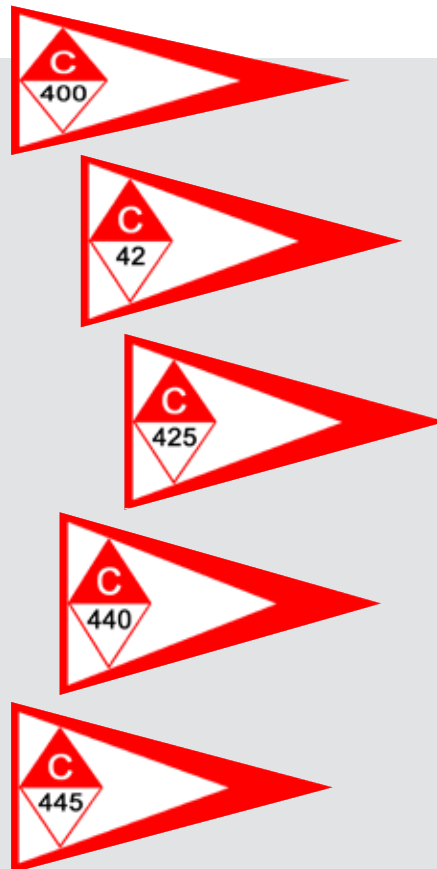
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# Catalina 470 National Association

## Commodore Report



C470 Association  
Commodore  
Bill Martinelli

### Drip, Drip, Drip, @#5€!

Really? Drip you are back? About two years ago I noticed some coolant in the front of the engine bilge. At the time, we were out on anchor. I looked around the engine but could not see any leaks. I had some spare antifreeze in stock so added a bit to the recovery tank. Ok, I had a leak but it was very small so I monitored it and it was small enough so I didn't go running back to port, screaming I have a leak, I have a leak!



That pesky intercooler. Photo by Julie Lynn Olson.

**CATALINA 470 NATIONAL ASSOCIATION**

(continued from previous page)



Replacing the salon/forward air conditioner. Photo by Julie Lynn Olson.

When we returned to La Paz a few weeks later I contacted my local trusted mechanic and asked him to come over when he had a chance and to bring his radiator pressure tester. We pressurized the Yanmar and we discovered that we had a freeze/core plug leaking! Rob, our very experienced mecco said he had never seen one of these fail on a Yanmar before.

So now what? Well one thought was to tear the engine apart. I really didn't want to do that, with lots of work and cost! The leaking plug was almost impossible to reach, it was located on the bottom of the exhaust manifold just above the starter. Very hard to even see it let alone get to it. My Yanmar is one of the early C470 engines that has an inter cooler, which

adds a whole bunch of piping to the port side and back of the engine.

One thought was to try filling the plug up with JB Weld. Hmm, what the heck why not? Way cheaper and easier. Easy is not something I thought of as I was lying on my back in the aft stateroom with a Dremel tool, cleaning that area of the engine and later trying to keep the JB Weld from observing the law of gravity while I tried to fill the leak from below.

I let this set up for two days. Yes, no leak! OK! We can leave the marina and go out to play and not worry about a coolant leak! Yay! Of course I kept watch on the coolant.

This worked for a couple months, then the leak reappeared. This made me think back to when I was a

teenager. I had a car but no money; I couldn't afford a new radiator but I could buy a bottle of stop leak. What the heck give it a try, tried it, hey it worked, no leak.

So three to four months have passed, winter is here, we're in the marina for about three months and plan to go up to California for a couple weeks. Finally giving up, I tear the engine apart. To remove the inter cooler and heat exchanger/exhaust manifold means getting out a couple of saws and cutting out the aft part of the engine box back to the fuel filters and the aluminum cross structure.

We were going to be back in CA for only a short time so dug out my Yanmar parts catalog and listed the items I'd need to put this thing back together.

While back home and checking parts and matching old gaskets to new ones - surprise, surprise, two of them do not match! My new exhaust manifold gasket is correct, it's that the old one was the WRONG one. When we bought Voyager it only had 155 hours on the engine, so the engine was virtually new. The old gasket had two bolt holes elongated and the gasket extended 5/32" into two of the ports, which restricted exhaust flow. Being a turbo-charged engine this probably didn't hurt the performance but really how could this happen on a new engine from Yanmar?

Returned to the boat, put the engine back together, replaced a 17-year-old air conditioner and a 15-year-old water maker and installed a modern solar controller that I can actually set up the way I need to for the LiFePO4 batteries I installed a year ago.

Whee, just having fun! Leaving the dock in a few weeks for three months up in the Sea! **-Bill Martinelli**

Well one thought was to tear the engine apart. I really didn't want to do that. The leaking plug was almost impossible to reach...

# Catalina 34/355 International Association

## Secretary's Report



C34/355  
Association  
Secretary  
Stu Jackson

C34/355IA Membership dipped to 425 from last quarter's 465, and includes 27 C355s. Trust all of you had a fun-filled 2023 and are planning ahead for 2024. And, as always, many thanks from all of us to all of you for supporting the C34IA. **–Stu Jackson, #224, Aquavite**

### Catalina Rendezvous In PNW and Western Canada

PNW Washington State,  
San Juan Islands

[Note: I know it may be too late for this year by the time this is published, but here are the activities and contact info for your calendar for next year.]

- Martin and Wendy Mollat (pacificnw.catalinas@gmail.com)
- **When: April 25 - April 29, 2024**
- Where: Roche Harbor, San Juan Island
- **Thursday, April 25** - Arrival & check in. "Happy Hour" potluck.
- **Friday, April 26** - Vessel Safety Checks by the Coast Guard Auxiliary. Breakfast potluck. Tech talks. The Boat Hop!
- **Saturday, April 27** - Ladies Docking clinic. Photo scavenger hunt. Trip to Alaska talk. Dinghy, boat and crew themed contest. The theme is "Woodstock" this year. Now is your chance to live your cosplay fantasies! Wine/beer/hard seltzer tasting. Live music and sing a long from the ever so talented Dale Largent. Feel free to bring an instrument and play along! Dinner Potluck.
- **Sunday, April 28** - Coffee and Roche Harbor Donuts at the tent. Departure.

### Catalina Canada Rendezvous

Rob & Sheri Johnson wrote: It has been a pleasure organizing the rendezvous over the last few years but Sheri and I are passing on the torch. We booked the rendezvous for 2024:

- **When: Friday to Sunday, July 12-14, 2024** - Telegraph Harbour on Thetis Island, British Columbia, Canada. This year, Carole Ann and Bruce Grayson (ca.brown@telus.net) will be organizing the event. If you would like to help out Carole Ann in the organizing, get on her mailing list or get more details, please contact her.

### Forum "Look" Update

On February 8, 2024, Commodore Noah Rosenblatt advised us: "We were experiencing some intense SPAM/BOT "attacks" recently, so our webmaster upgraded the site software yesterday." Many thanks to webmaster Dave Sanner's ongoing and much appreciated efforts. There is a new "look" with at least three different themes you can choose from with enhanced phone browsing.

### New and Old Alike

We have had a batch of new C34IA members and continuing renewals. We received this note from John Robb (*Mystic*, 1997):

Stu, I've sailed on her several times. I have found the message board, Tech notes, and wiki to be very helpful for a rookie C34 owner. The previous owners of this boat took great care of her and she's well equipped to provide us with many years of enjoyment, and exploration on the Great lakes. Thank you for all that you do to keep the C34/355 website interesting, and informative. Have a great 2024 sailing season!

Thanks, John, for the kind words, much appreciated. Please keep in mind that it takes a lot of us to continue to provide the services the website provides, including the most important aspect: that would be you, the contributors. **–Stu Jackson**

# Catalina 30/309 International Association

## Vice Commodore Report



**IC30A Vice Commodore Rod Worrell**

The Spring 2024 *Mainsheet* indicates 41 Catalina 30/309 fleets around the country. That is remarkable! Latest news is that a 42nd fleet is about to be reactivated. Tom Schroder, up on Lake Stockton in Missouri, contacted us that they

have over twenty C30's on the lake and it's time to once again become an official fleet. They even have a strong interest to be 2025's IC30/309A National Regatta host! For our Fall 2024 *Mainsheet*, let's challenge each of you to share your local Fleet's latest activity for the rest of the Association's members to be updated and learn about your C30/309 passion. Send your story to Michael Dupin, dupin.catalina30@yahoo.com by June 1st.

In my curiosity about the list of fleets, I checked out Fleet 4's website. It had a digital copy of the Winter 2019 *Mainsheet*, that included multiple Catalina 30 stories – mostly about our 2019 IC30/309A National Regatta hosted in Racine, Wisconsin. The regatta had quite a contingent of participants. Met many of them at the 2021 IC30/309A National Regatta just north on the lakefront in Milwaukee. It was at that regatta which prompted our association to start planning for Catalina 30's 50th anniversary and specifically invite Fleet 1 in San Francisco to host this special occasion – they immediately accepted! That brings us to prompting each of you to mark your calendar now, for September 27-29, and join in this momentous celebration with Fleet I at their South Beach Yacht Club.

Already, Fleet 1 has well organized their members and are excited to be this year's IC30/309A National Regatta destination. Their Notice of Race is included in this issue of *Mainsheet* and is also available at [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org). Their promotional poster, with the iconic San Francisco-Oakland Bay Bridge and several competitive C30's underway in the forefront, are appropriately figured into the design, as also seen in this issue of *Mainsheet*.





Coincidental, in that Winter 2019 Mainsheet, was our late Max Munger letting the entire Catalina family know that back issues of *Mainsheet* were available on our website for only 50 cents per copy plus postage. Yes, you may be able to add the missing copies to your collection as we still have many editions. Go to [www.catalina30.com](http://www.catalina30.com) to place your order.

One of the hallmark values of the Catalina 30/309 is our long and historically strong Association and the collective participation of our large owner/membership base. As mentioned in previous *Mainsheet's*, several officer

positions are vacant (Commodore, Treasurer and Chief Measurer) and need you to fill them in order to continue the health of the association. Contact me at [worrellrodney@gmail.com](mailto:worrellrodney@gmail.com) to express your interest. We will conduct our annual business meeting in San Francisco immediately following the regatta awards ceremony. Your input and role will be greatly appreciated.

Speaking of value, let's give special recognition to all of you, seasoned and new, who contribute your C30/309 experience and expertise through both our website and the Groups.io forum,

overseen by Ken Kloeber. Likewise, to Michael Dupin, for his *Mainsheet* editorial service and Diana Munger, for her membership processing support. Please bring your young and fresh ideas forward to continue to make our International Catalina 30/309 Association the best it can be in the sailing world.

See you in San Francisco. Go sailing! —**Rod Worrell**, 1979 Dixie #1337 TRBSFK, IC30A/309A, 10705 Briar Forest Drive, Houston, TX 77042, Email: [IC30ASSN@gmail.com](mailto:IC30ASSN@gmail.com), Website: [www.catalina30.com](http://www.catalina30.com)

## Catalina 22 National Association Association Editor Report



The Catalina 22 National Sailing Association is pleased to welcome another new fleet to the roster – congratulations to Pete Ackerman, Kevin Jordan, and Miles Ashley for establishing their new Catalina 22 Fleet #151 based out of Crescent City Yacht Club in Crescent City, Florida. In 2023 the Catalina 22 National Sailing Association welcomed three newly established fleets - Fleet #148 of Pensacola, Florida, Fleet #149 of Cave Run, Kentucky, and Fleet #150 of Birmingham, Alabama.

It has been a great start for the 2024 Catalina 22 sailing season as we have a record number of events on the calendar. On the cruising calendar we have the Great Lakes Cruise (July 7 to 13), Columbia River Cruise (July 26 to August 4), and the Apostle Islands Cruise (August 12 to 17).

The Catalina 22 racing calendar is also very active. We started the season off right in the Sunshine State with the Florida State Championship, Catalina 22 Midwinters, and Southern Challenge. Thank you, Rich Gailey, for your work to help organize and promote these events.

The Lake Worth Regatta (Texas), Punch Bowl Regatta (Alabama), Bluegrass Cup Regatta (Kentucky), Shreveport Regatta (Louisiana), Mayor's Cup Regatta (Texas), and Hog-Wild Regatta (Arkansas) were completed during the past few weeks.

Upcoming regattas include the Region 3 Championship (Nashville), the Cattail Regatta (Toledo), and the Catalina 22 National Championship Regatta on Lake St. Clair in Michigan.

A lengthy list of Catalina 22 regattas are posted on the calendar for the second half of the sailing season. Visit the [catalina22.org](http://catalina22.org) website for more information about upcoming events and to contact event organizers. Thank you to all the members of the Catalina 22 National Sailing Association who continue to host and participate in organized cruises and regattas.

We are only weeks away from the start of the Catalina 22 National Championship Regatta on Anchor Bay/Lake St. Clair, Michigan the week of June 8 to 13. It is not too late to register online. Thank you to the North Star Sail Club for all their hard work to prepare for what will be a great week of racing fun.

A lengthy list of Catalina 22 regattas are posted on the calendar for the second half of the sailing season. Visit the [catalina22.org](http://catalina22.org) website for more information. Thank you to all the members of the C22 National Sailing Association who continue to host and participate in organized cruises and regattas.

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**CATALINA 22 NATIONAL ASSOCIATION**

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A big shout-out of appreciation to Hal Smith (US Sailing National Race Officer) and Sally Smith who continue to support our National Regatta along with Ted McGee (US Sailing Regional Officer) and Dora McGee. This race management team always does a fantastic job of making sure the Catalina 22 racers have the absolute best racing experience possible at the Nationals.

If you are interested in buying a Catalina 22 and getting involved in the fun (even if you own another Catalina sailing yacht), then check out the sixth edition of the Catalina 22 Buyer’s Guide available on the Class website. This 50-page document is full of useful tips to help educate potential buyers about the Catalina 22 and to avoid buying somebody’s botched-up project boat. Reviews of all four Catalina 22 models were recently added to this publication.

For a boat that has been in continuous production for nearly 55 years, and a Class that has been supporting Catalina 22 family sailing fun for over 50 years, it is great to see that the Catalina 22 still has what it takes to introduce so many people to the fun of sailing. The fun of sailing in the Catalina 22 Class is also evident with members who have been racing their Catalina 22 for over 30 years. And in a few cases, for over 40 years!

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](mailto:c22mainbrace@yahoo.com) so they may be included in the Summer (July 1) MainBrace and promptly posted on the Association’s website. **–Rich Fox**

If you are interested in buying a Catalina 22 and getting involved in the fun (even if you own another Catalina sailing yacht), then check out the sixth edition of the Catalina 22 Buyer’s Guide available on the Class website.

**MAINSHEET**

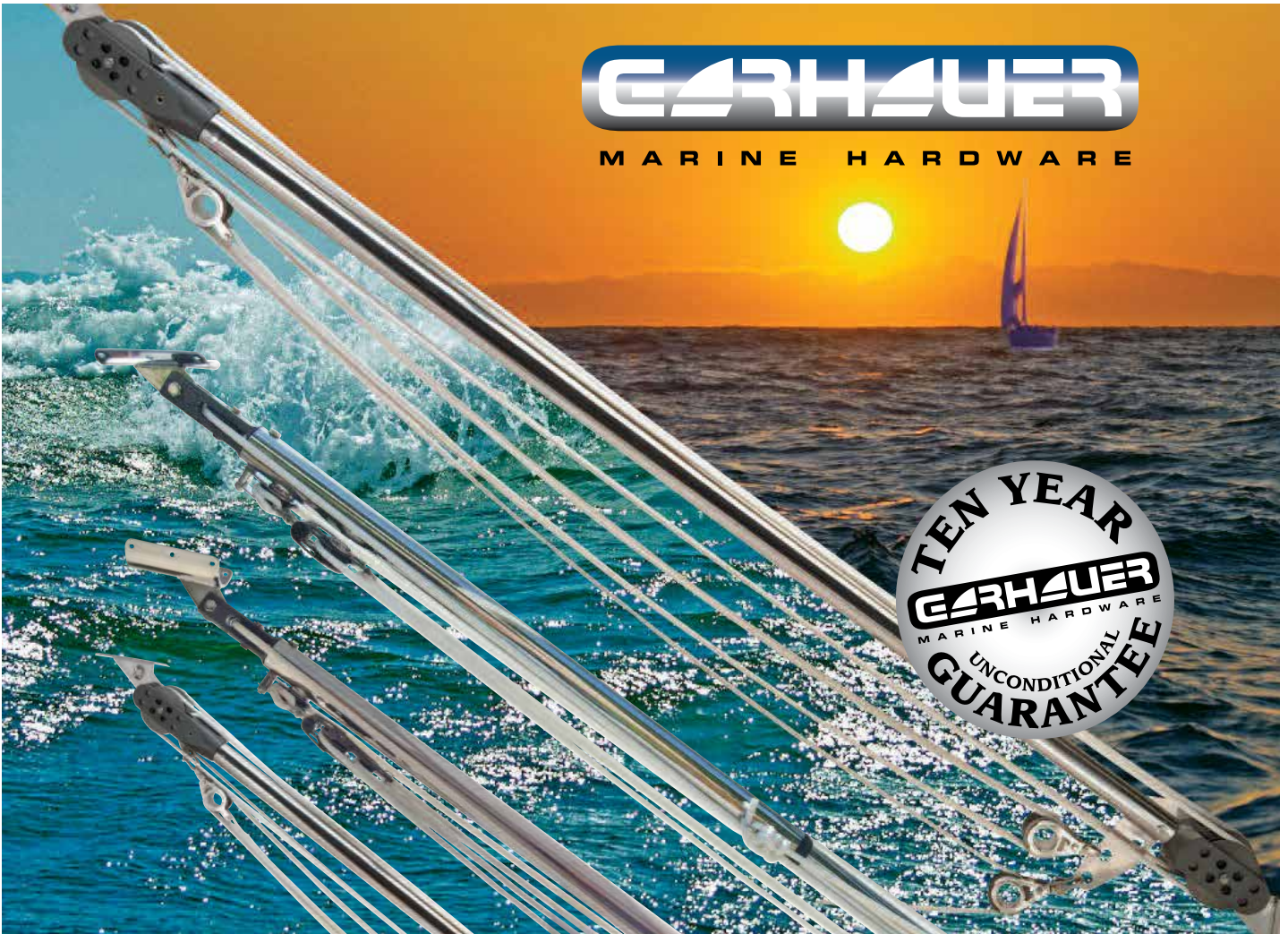
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