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VOL. 39, NO. 4
WINTER 2021

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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:

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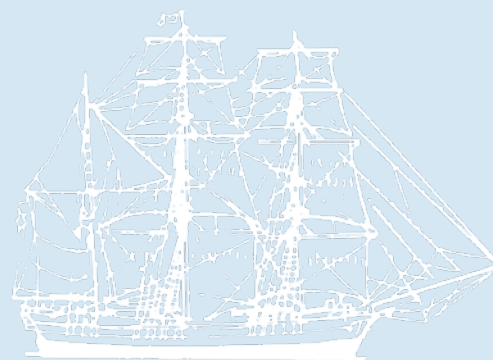
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ABOUT OUR COVER:

Huntington Lake in the mountains of the High Sierras California.

Photos by Bob Schmale and Greg Burk.



EDITOR'S BARQUE

Learn from the past, look ahead to the future



As we put the boat cover on for the last time or roll the boat into its winter home, let's remember the best of 2021. Forget

those thoughts of that bad tack into what turned out to be a big header. Remember that great start as we moved into first place on our way to victory.

As we sit by the fire with that warm drink, old man winter will soon fade away, and 2022 will be here before you know it. Fair winds.

–Jim Holder, Publisher

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



Photo of Rick Fleischman aboard Bob ' in Alaska

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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!

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Change of Course:

Sailing In Scotland – Let's Buy a Boat

By Timothy Seed, Dunfermline, Scotland, Jaguar-C25

This article was submitted by Timothy Seed from Dunfermline, Scotland. Tim describes his journey from looking for a boat to getting it in race-ready condition.

“Hey I've got an idea guys, Lets buy a boat.....” Well it all started at a family gathering, my wife's father used to sail... But having had a stroke a few years beforehand, he'd had to sell his boat and I thought it would be a good idea for the family to all chip in and buy another. That way we could take him out on day trips. My wife's brother had his Skipper's ticket and initially things looked good. Everyone (us, her brother and her sister) agreed to chip in £4,000 x 3. So, the budget looked sensible and we could purchase something that needed very little work (£12,000 around \$16,000).

Then things started to fall apart. First, her sister pulled out citing lack of spare funds. Then a few weeks later, her brother's wife said no way... She didn't want a boat...

Not being one to back out on things and my father-in-law was already on-board, I decided to forge on by

myself. A budget was set, £4,500 (\$6,000) and I started to look around the country for a suitable boat. At first, I thought I'd like to get a Fin Keel, but having researched mooring costs that idea was quickly put to bed. We did look at various options, however distance was always an issue. The deep-water harbors were either close by and expensive or too far away, yet affordable.

With this in mind I decided to look for a bilge keel, sometimes known as a twin keel. After many false starts and nearly giving up, I happened to chance across 'Blue Ice' a 1983 Jaguar-25 bilge keel. The only issue it was 600 miles away in Southampton, England. A bit of background. The Jaguar-25 was built in the U.K. under a license from Catalina Yachts. It is designed with twin keels to accommodate the shallow harbors and large tidal range found here. This is ideal for a mooring ball in a shallow harbor having a mud bottom. At low tide, the Jaguar-25 can settle on the hard and balance on both keels.

Back to the story. I contacted the owner in Southampton and had a basic survey done. The report came back stating that “some work would be required” but the boat was in sound condition. A deal was done over the phone, sight unseen! The owner agreed to transport the boat and deliver it to Edinburgh for a total price of £4500 (\$6,000). She





Port keel

arrived unceremoniously on a flatbed car trailer, tied down with various bits of string and lightweight rope. I wish I'd taken pictures now. However, she was in a right state. I had the pictures on my phone that the owner had sent and the printed survey in the other hand. At first, the only thing I could find that matched was the boat name. The pictures the owner had sent turned out to be about 4 years old and the survey was a complete waste of time and money. However, it was here and paid. She did have some redeeming features (not many to be honest) A brand new Yamaha 9.9hp outboard. The original outboard blew up the week before he delivered it and the only engine he could get in time was this Yamaha unit. So I couldn't complain about that anyway.

My brother-in-law Collin was there for the launching and it all seemed to go ok. Yes, everything was a bit old and worn, but it worked of a fashion and we motored across the 3 or so miles to her new home with no issues. Well, apart from the speed and depth display being very hard to see, job one on the list. I now owned a boat! Just one more small issue to add to the many others. Up to this point, the only sailing I had done was either in a dinghy or as rail weight/pepper grinder on racing yachts. So my knowledge was, Shall we say was VERY LACKING. Luckily for me, or so I thought at the time was that Collin would be about to help and teach me

Yes, everything was a bit old and worn, but it worked and we motored across the 3 or so miles to her new home with no issues. I now owned a boat! Just one more small issue... Up to this point, the only sailing I had done was either in a dinghy or as rail weight/pepper grinder on racing yachts. So my knowledge was, shall we say was VERY LACKING.

the basics. I hoped we'd get his dad out sharpish and it'd all start to come together. Nothing could have been further from the truth. Apart from being there on day one, Collin showed little or no interest in the boat. My father-in-law, came down to see her and said it was a bit small and he wasn't going out unless Colin was going. So I had this slightly scrappy Jaguar-25, no skipper and no real idea or what to do next.

A few weeks passed by and I worked on *Blue Ice* as much as I could, between working away and on our house build project. I didn't get out at all and it was only when the club commodore asked how much longer I would be docked against the visitors mooring and could I move her onto her permanent mooring

soon please. Something had to change. I'd made a few friends down at the club. Helping people out with wiring and such like, so when I mentioned to one of the guys Keith that I needed a hand setting up the box mooring and getting the boat onto it, he agreed to show me the ropes. First mission accomplished, trudging about in the mud attaching mooring chains (more costs) and then finally motoring over to the mooring and tied up. The club commodore was happy. I could row out to work on her when the tides were in (or walk out through the mud when they were out). She still looked like a bit of a mess, but at least she was out of the way and safe and sound on her mooring. Now the real work begins.

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View From the Bridge:

“Let’s become self-sustained.”

KOLEA’S DESIRE TO GO OFF GRID

By Tim Francis - *Kolea, Catalina 400 #180*

Larissa and I have become disenchanted with living on land in this time of Covid and questionable work opportunities.

Two years ago we bought our C-400 from someone stationed in Pearl Harbor who was retiring and getting married. His new wife did not want to sail. The boat was well fitted out because he had been planning to sail it to Tahiti. His plans changed, and that worked out for us.

I have become a huge fan of the boat. We have challenged her in relatively violent conditions here in



Hawaii. We try to stay off grid for 3 months at a time anchoring in coves on the lee side of an island with occasional days sailing out and around to the windward side where we often take a pounding from waves and currents.

As we work on becoming self sustained we are doing most of the work ourselves trying to

maintain EXTREME social distance from those on land. We bought a membrane and pump and are collecting the fittings, hoses, and gauges necessary to build our own watermaker. We have solar panels and a wind generator and also a Honda 2000 for when the others aren’t enough. These allow us to stay off the docks.

We have gone one step further! I decided fresh eggs were a must so I wanted to buy chickens! Larissa wasn’t happy with that plan so she jumped ship. Luckily she rejoined me after a week. We then decided that 4 Muscovy ducks would work. We bought Mr. Rodgers, Marshmallow, Lillybelle, and Donald!

It became obvious before long that 4 ducks were too many. We listed two on Craig’s List and within a week two girls crewing on a sailing charter boat met me at the beach and took Mr. Rodgers and Marshmallow for their vessel.

After six weeks, Larissa loves the new shipmates now. As of this writing we are still waiting patiently for eggs...

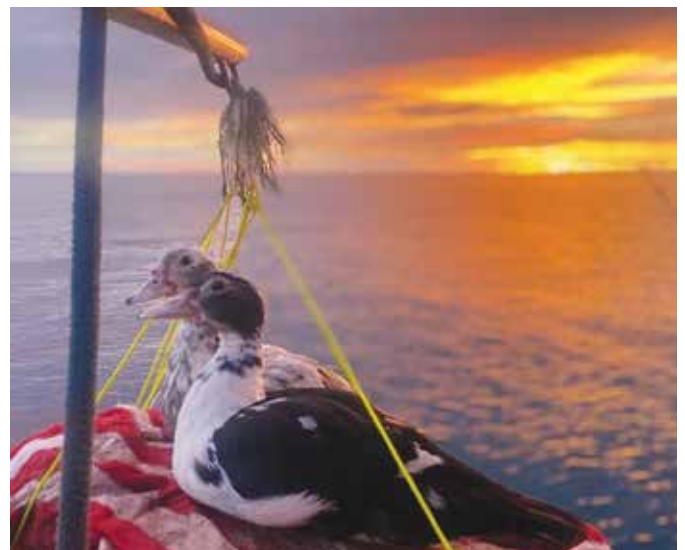
We sail frequently between islands looking for quieter anchorages. We have had a few duck overboard situations but they have been non-events.

For a home for the ducks we used an old portable air-conditioner that had failed. We junked the machinery and are using the cover for the Muscovys’ home. It hangs on the starboard dinghy davit. They alternate between sitting on the top or inside of the AC unit cover.

We feed and give Lillybelle and Donald water in the morning. Once they have eaten we lower the cage to the water. They swim out and do their business. The cage is left submerged for cleaning while the ducks swim a few laps around the boat. We have a “duck overboard ladder” that they use to climb up onto the sugar scoop. Once in a while when we are at anchor and Larissa and I are below Mr. Rodgers and/or Lillybelle will jump overboard, climb up their ladder, and wander forward through the cockpit to scare us and complain about not having enough water.

We have a barrel of soil aboard for a coconut tree and some vegetables. The Muscovys sit on the edge of the barrel and fertilize the soil for us.

After six weeks, Larissa loves the new shipmates now. As of this writing we are still waiting patiently for eggs but the project seems successful.



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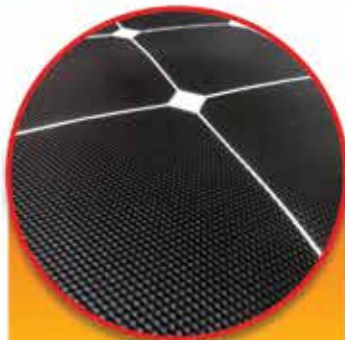
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Change of Course:

C4 Series Association

By CDR John Hooper, USCG (Ret), Master, S/V Liberty, C400, #136

To All the Distinguished Captains and Mates in the C400, C42, C440 and C445 Association!

As you've no doubt heard, Captain Frank Falcone has stepped down as the Commodore of the C400 Association after many years of distinguished service to us, concurrent with my being elected as the new Commodore of the C400 Fleet.

For a variety of solid reasons, not least of which was the lack of volunteers to lead the various fleets, ensure the longevity of each class association, there was a general consensus to merge the 400/42/440/445 Associations into what is now re-named the "C4 Series Association" to represent the combined fleet. By extension of my election to lead the C400 Association, I became the new Commodore of the multi-class fleet. As daunting as that task and responsibility is I am happy and honored to lead the diverse and talented group of sailors and colleagues. In the final analysis, we needed to keep the class associations, our camaraderie, enjoyment of sailing, and sharing of knowledge alive, and the merger was deemed the best approach to do that. I am no newcomer to sailing or the leadership of large numbers of sailors who share a common mission—or in this case, a passion for sailing.

Many of you know or have heard of me from my various articles in *Mainsheet*. I have sailed since I was six on the Great Lakes and in the Atlantic in one-design racing sloops (Thistle's, Interlakes, Stars, 420's, and Etchells) and large cruising class boats (22' to 45'); served in the U.S. Coast Guard for 32 years aboard large cutters (commanding two); have a USCG unlimited tonnage Master Oceans license; and I've written several articles in the *Mainsheet* magazine in the last couple years to share my knowledge and encourage all Catalina sailors. My second love is *Liberty*, a C400, hull #136, sailing out of Deltaville, VA all over the Chesapeake Bay. She is not only the wind in my sails, but also the wind beneath my wings psychologically; I'm sure your Catalina is the same for you.

At this stage and early in my tenure I don't plan to make any changes but I do have some ideas and I'll be bouncing those of the wonderfully talented/experienced/wise team that I have in Brian Theodore (Vice Commodore), Ken Fischer (Treasurer), Mike Davis (Secretary/webmaster), Dan and Martha Bliss (Editors for *Mainsheet*), John McElderry, and Tom Sokolosky (C400 Technical Editor). They are an energetic, talented, and wise team and I'm blessed to be leading them. As some of you know I have a bias for action, not words, getting results, leading by example and taking care of my people. I am very interested in hearing your ideas for changes that will improve our Association's service to you. I do not have a monopoly on good ideas. You are the "heart-



I am very interested in hearing your ideas for changes that will improve our Association's service to you. You are the "heartbeat" of this organization.

beat" of this organization and "customer" and we will be focused on meeting your needs. As you will see elsewhere in this issue, we do need technical advisors for each class in the C4 Series. So, if you are mechanically inclined, and love to do projects on your boat, we would welcome your sharing your experience and advising/assisting others with technical advice.

So, in closing, thank you for this opportunity and the trust you've placed in me to move the C4 Series class forward and to become stronger! Let me hear from you on any new ideas you may have to build the strength and camaraderie of our Association, and enjoyment of sailing (my e-mail link is on the new C4 Series web-page). Above All Else, Be Safe Out There ("Keep a weather Eye"), and Fair Winds and Following Seas. —**"Hoop"** S/V Liberty, Deltaville, VA



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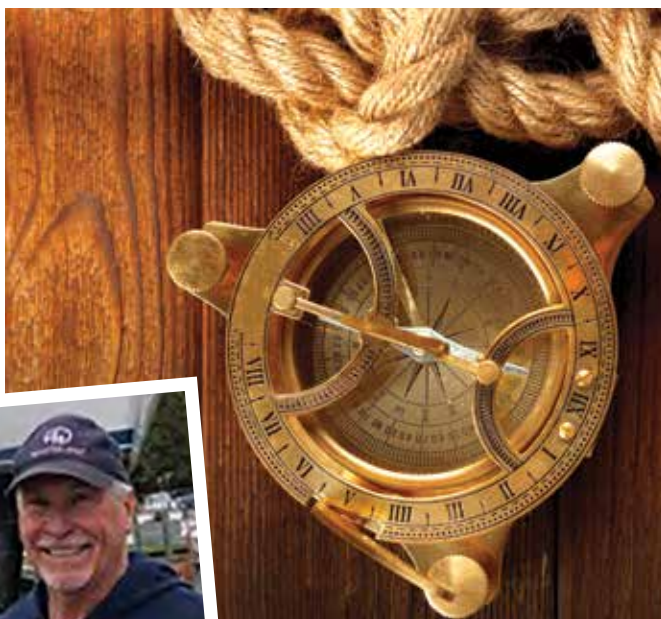
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Safe Journey:

The Best Advice

By Gary Hattan, *Mischief C310 #191*



*Red sky at night
Sailors delight.
Red sky at morning
Sailors heed warning.*

That was the first sailing advice given to me. What followed was a long journey of books and magazines full of useful and not so useful advice. The information that I have read and collected on sailing and sailboats is voluminous. I receive at least three sailing publications monthly and another couple newsletters daily. I have become something of a sponge, soaking up all things sailing. Even forums with questions that that have no relation to my interests are absorbed like “which oceangoing liveaboard should I buy for my wife and I and 2 small children and by the way I’ve never sailed before?”. I often find the advice that follows amusing. But the best advice of all was the one that I read several years ago; find a mentor.

Several years ago I had just sold my O’Day 30 and was getting acquainted with the C310. The Catalina was certainly an upgrade but also far more complex. At times I felt overwhelmed. The local marina was helpful but costly. Also, a marina’s goal is to fix what is wrong and bill you, not explain what they did so you can do it yourself next time. Hey, I get it. But I was not helping myself (or my wallet) that way. What I lacked was a resource to ask questions without getting 5 conflicting answers like you get when from one of the typical sailing forums. If you doubt that then try it sometime. Then one day I saw the headline in one of my daily newsletters. Find A Mentor. Why not? But who and where? One person came to mind immediately. I had hired a captain to help sail the O’Day across Lake Michigan when I moved from Illinois to Michigan a couple years before. We had hit it off personally and I had no doubt as to his extensive knowledge of sailing and boats in general. I found his name in my phone, Capt. John Gauthier, and gave him a call. I was somewhat surprised that not only did he remember me but he seemed genuinely glad to hear from me.

Over the last several years Captain John has not only been there to answer my questions and explain why but he has on occasion, when I was really in need, driven down from his home in Whitehall to mine in South Haven for hands-on assistance. Whether out sailing or watching his beloved Fighting Irish on a Saturday afternoon, he has always made time to listen to my latest issue, from an overheating engine to a clogged a/c line. Gradually, with John’s help, this wonderful sailboat of mine does not seem so complex and intimidating. Sailing is more fun than ever. Best of all, I have made a new friend. We talk regularly and about almost any subject. John’s only personality flaw is that he is a die hard Green Bay Packer fan, but what do you expect coming from a similarly afflicted Chicago Bear’s fan? When Captain John Gauthier is not is not fielding calls he is spending his time at his chartering business, www.greatlakessailingcharters.com. If you are in the Great Lakes area and are in need of a captain, give him a call...and tell him Gary says “hi”.

What has been most gratifying is to have someone to ask any question knowing you will get a straightforward and trustworthy answer. I want to know not only how but why and why not and not have to question the bias in the source. So, I will repeat the advice I found so helpful in my sailing endeavours; find a mentor. If you are in the opposite position, and you have forgotten more about sailboats and sailing than most of us know, consider mentoring someone who would benefit greatly from acquiring some of your knowledge. **—Gary Hattan, Gfhattan@gmail.com**

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WELCOME TO THE FLEET

INTRODUCING NEW MEMBERS OF THE CM440 FLEET

The poet, Robert N. Rose, once wrote that “ships are the nearest things to dreams that hands have ever made.” Most of us will agree. For sailors with bluewater aspirations, the CM440 is a fine boat to take to sea. Only 60 CM440s were built, and we boast a small and active community. I had the pleasure of chatting with a couple of the newest CM440 owners, who shared a bit about where they hope the winds will carry them. —**Jessie Mackelprang-Carter**, CM440 Association Editor



Sea Sloth Underway

“Traveling the world as fast as our sloth will take us.”

Name: *S/V Sea Sloth*

Hull number: #52

Owners: Gareth & Tracy Thomas

Current location: New London, Connecticut

With 24 years in the British Army and 20 years in the United States Air Force between them, respectively, Gareth and Tracy have spent much of their lives in service to others. Now retired, the couple has ambitions to explore the world.

The couple met and fell in love in 2014, while Tracy was stationed for five years in England. They married two years later, scheming about future dreams and building plans. After Gareth's retirement, they moved to the US and, like so many sailors, found inspiration for their sailing dreams at the Annapolis Boat Show. In their quest to find a sailboat that would be both a comfortable home and bluewater capable, they looked at somewhere between 30 and 50 boats. It was not until they stepped aboard a CM440 that they were certain they'd found the right boat.

Gareth and Tracy became proud owners of their CM440 in November 2020. Smitten by the vessel's well-equipped galley, ample headroom, and spacious cockpit, they moved aboard in April of 2021. As they settle into a retirement during which they intend to enjoy sailing many a sea mile within the balmy coconut latitudes, Gareth is most inspired by the community that they've already begun building in the boating world. They described making many friends in the space of just a few months living aboard *S/V Sea Sloth* and exploring the northeast United States, and he looks forward to sharing anchorages with fellow mariners and savouring meals in their CM440's generous cockpit. He's keen to sail south and to experience the southern hospitality famous in states like the Carolinas and Georgia.

Having moved every two to five years for much of her adult life, Tracy has her eyes set on exploring the many glorious parts of the world she has yet to visit. For her, the prospect of adventuring on the sea from the comfort of her home is among the most enticing aspects of traveling by sailboat. If she has her way, she'll "never see winter ever again." No doubt, she is eager to continue sailing south and to cross the Gulf-stream to the Bahamas in time to ring in 2022.

While Gareth and Tracy's military service has now concluded, they continue to seek purpose in their cruising pursuits. They carry aboard the ashes of a dear friend's brother. The man had hoped to someday visit Fiji but was never able to do so. Fiji is *S/V Sea Sloth's* ultimate destination, where Gareth and Tracy have promised to spread his ashes upon the paradisaical reefs of that beautiful island country.

For as much as they are revelling in the honeymoon period of cruising, they are also experiencing the inevitable challenges known well to any of us who have dove headfirst into the cruising lifestyle. Things break, and weather can be unforgiving. Still, even after coming off a tough 10 days of breakages and weathering the remnants of Hurricane Ida, this duo are buoyed by their promise of the many beauties the cruising life has to offer.



Gareth & Tracy



“We fell in love with the pantry and garage”

Name: *S/V Chasing Sunsets*

Hull number: #3

Owners: Greg & Christine Machon

Current location: Annapolis, Maryland



“I took sailing lessons at age 12,” Greg quipped, “And then never sailed again!” His parents had even lived aboard for a time when he was a young adult. Still, he wasn’t bitten by the boating bug.

Greg lived in 13 states between the ages of 18 to 27. During that time, he completed

six years of service in the Army National Guard and four years in the Coast Guard. Reflecting on the experiences that most inspired him to get involved in boating, he recalled a few months stationed in the Caribbean aboard the 210-ft US Coast Guard Cutter *Vigilant*. Keeping watch at 4 o’clock in the morning, beneath a sea of stars, lulled by the sounds of the sea and the accompaniment of the occasional whale or dolphin, he felt at home.

Greg eventually exited Coast Guard and settled in Baltimore, where he fell in love with Christine. That was 15 years ago. Their shared ambition to get out on the water ramped up when they relocated from Baltimore to Annapolis in 2016. Within months, they were skipping across the Chesapeake Bay on a powerboat. For as much as they enjoyed powerboating, they were both keen to learn to sail. They completed ASA 101 and 103. After meeting Lynn and Will, owners of Charleston Sailing School, at the Annapolis Boat Show, they boarded a flight for further training. A week of technical sailing to complete ASA 104, 107, and 114 aboard a Catalina 445 during March 2017 piqued their interest in Catalina Yachts.

As their list of potential boats narrowed, it was a pair of glowing reviews by the infamous John Kretschmer that cemented their interest in a CM440. Greg chuckled that being quite “beamy” himself, the spaciousness of the CM440 didn’t hurt either. Indeed, the galley and “garage” (i.e., starboard lazarette workshop) were features they appreciated as well. After viewing the stunning CM440 that would eventually become theirs, they were astonished to run into none other than John Kretschmer himself as they walked the docks. The chance meeting and a brief



Chasing Dreams • Christine at the helm

conversation sealed the deal. In October 2020, Greg and Christine purchased the CM440 that would come to be known as *Chasing Sunsets* from John and Betty McElderry to whom they are most appreciative.

Christine is set to retire from the Public Health Service in two years, and Greg’s work in information technology will give him the flexibility to be a digital nomad afloat for the long-term. Christine’s love of cool weather will see them sailing as far north as Canada; Greg’s love of the tropics will take them as far south as the Florida Keys and the Bahamas. Just a couple more sailing seasons, and you can expect to find them chasing sunsets aboard their CM440 six months of the year.



Chasing Dreams • Celebrate



HUNTINGTON

7000 FEET

Tucked away in the mountains of the High Sierras California mountains lies one of the most unique sailing venues you will ever find. There is no comparison to Huntington Lake.

BY JIM HOLDER

You leave Fresno California heading East to wind your way up the hills that soon become mountains. At about 7500 ft, you break through a crest of open forest to get your first view down to some ten miles of dark blue water. As you descend toward the lake, you pass countless camping grounds packed with tents and campers. Then you find a large open parking lot full of boats and sailors raising mast and prepping for some exciting racing. In the next two weekends over 174 boats from 16 different classes will test their skills against the changing winds of Huntington. Many skippers love heavy wind and others sail their best is in light changing puffs. In Huntington you must be flexible and make the best of all worlds, otherwise you won't be leaving

with a top position. This year was a real test of patience and perseverance. Climate change was at it's best with gust to 30 plus and little puffs of constant change at 2.

But racing is not the whole of a Huntington experience. Families of all ages enjoying camping out, hiking, or just the peace and quiet of the forest. The sandy beaches were a favorite sunning place for the teenagers and a real thrill for the 2-year-old's first visit to a sand and water playground. Then there is the night, you never saw the stars so bright and the milky way so visible. A full moon was like a spotlight shining down. Yes, Huntington has something you can't compare to the life we all live in the city. The bad news is, we can't sail Huntington but once a year, the good news, I will be back for my 17th time July 2022



HUNTINGTON 7000 FEET

But racing is not the whole of a Huntington experience. Families of all ages enjoying camping out, hiking, or just the peace and quiet of the forest.



Photos by Bob Schmalte and Greg Burk



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CATALINA 470 NATIONAL ASSOCIATION

Schematics



C470 Association
Technical Editor
Joe Rocchio

It is summer in the C470 Fleet. In a previous Tech Note, I termed this the Resorgimento – as a new cohort of owners begin their sailing affairs with the C470. Perhaps many will follow my course with *Onward*, C470-126: from initial commissioning in August 2003, through a period of delightful weekend and days sails, to extended multi-week cruises, and then, on

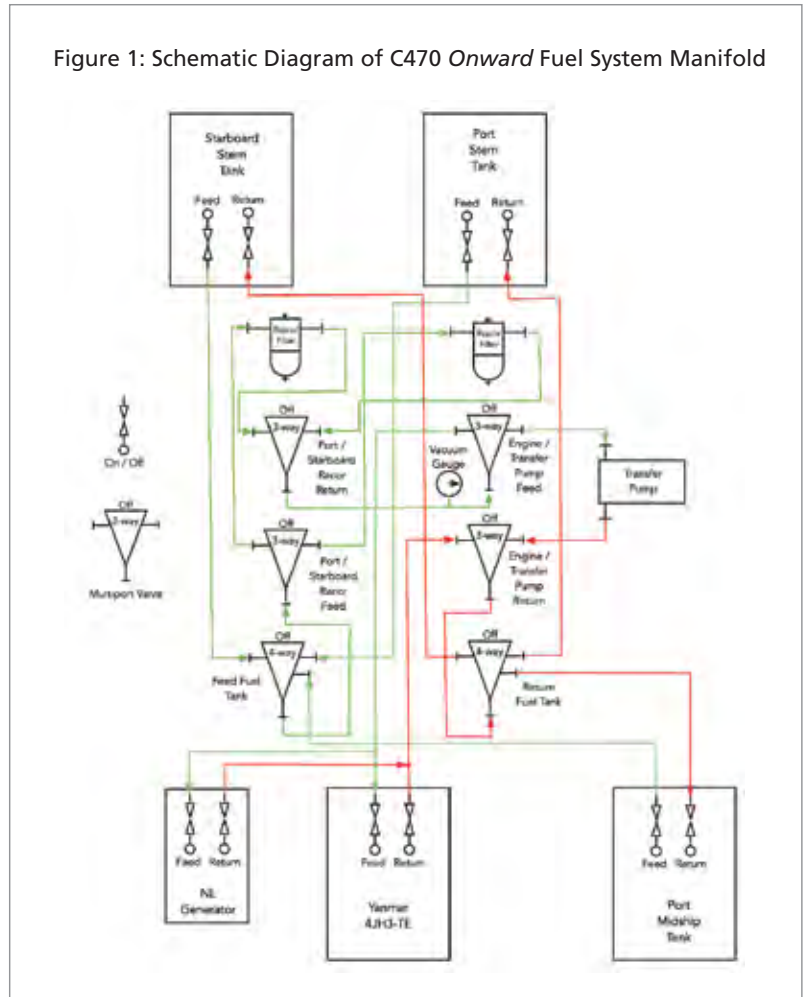
to continuous long-distance cruising in retirement. Each one of these phases has unique requirements for the owner regarding knowledge and management of the complex “system of systems” that is the C470.

Fueling is something I regarded as a practical necessity and minor inconvenience that required little active management when a plethora of fuel piers were available nearby. This was particularly easy with *Onward* as the port 55-gallon water tank was replaced with a 55-gallon diesel tank. The Wema fuel gages are extremely linear as I verified by several calibrations. I created a stick-on label for each gage that extends the limits of the gage markings and allows me to accurately assess fuel level in any of the 3 tanks to ~5%. This works so well, I can estimate the amount of fuel needed to within ~0.5 gal when refueling. In over >60,000 nm of cruising, I've consistently been able to effectively use 35 gallons from each of the stern tanks and 55 gallons from the mid-port tank.

The transition to long-distance cruising with extended stays in the Bahamas changed the refueling process from a minor inconvenience to a major strategic campaign: refueling opportunities were limited and planning was needed to maintain adequate fuel supplies.

Now, fast forward to this summer's cruise from the Bahamas to Maine. I topped off tanks in Rhode Island before departing for Maine and enjoyed over a month of cruising about the mid-coast and Penobscot areas. Due to the extended overcast skies, the generator needed to run an additional hour each day (from 1 to ~2 hr.) when at anchor. To be honest, I had become so relaxed about fuel that I did not realize it was low – until the engine quit as we

Figure 1: Schematic Diagram of C470 *Onward* Fuel System Manifold

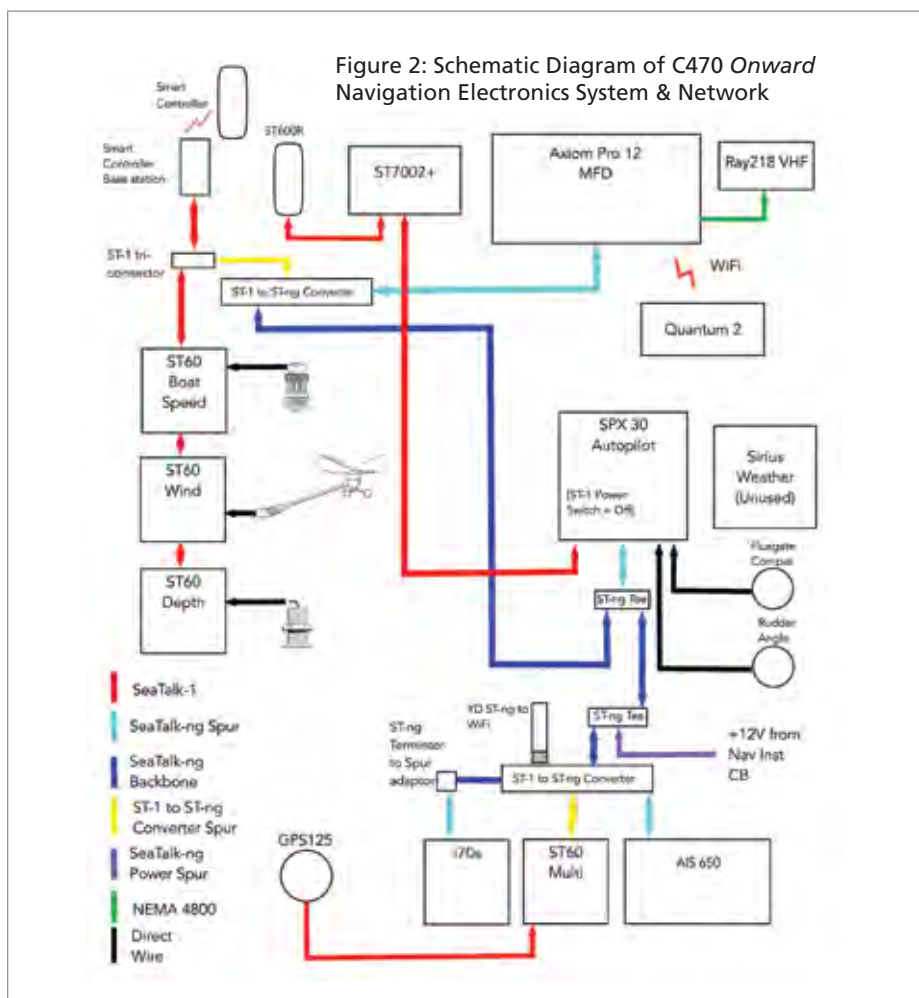


were motoring on the starboard stern tank from Belfast to Rockland. Thankfully, a favorable morning wind decided to kick in and we were able to sail into the Rockland anchorage and anchor.

While under sail, I managed to use my fuel transfer manifold and diesel transfer pump to concentrate the residual fuel from the midship and port-stern tanks to the starboard-stern tank – giving me a couple of gallons of fuel to enable movement from the anchorage to refuel at the dock.

The November 2005 C470 Tech Note provides a good guide to creating a fuel transfer manifold thanks to Bill Martinelli, C470-11, *Voyager*. I strongly recommend that any C470 that begins operating out of the day-sail mode install such a manifold. For *Onward*, I modified the design and added another pair of 3-way valves that allow me to send fuel from a Racor to either the transfer pump or the engine. I

Figure 2: Schematic Diagram of C470 *Onward* Navigation Electronics System & Network



periodically use the transfer pump to polish the fuel if *Onward* has been stationary for a period while Peggy and I are off visiting our grandchildren. A schematic of *Onward's* fuel manifold is shown in Figure 1.

There are many ways to design a manifold but any design should allow for flexibility and enable each component of the system to be isolated to enable repairs and changes. Note the vacuum gauge. Checking it on each day of use will enable a switch to a clean, low drag, filter to avoid overtaxing the Yanmar's fuel pump. If need be, the manifold allows a quick and neat filter cartridge replacement when under way. As the manifold allows fuel to be fed from any tank and returned to any tank, in normal use the engine can be used to transfer fuel. Take care, it moves a lot more fuel than one might think so be sure the destination tank can handle the intended transfer volume.

Another important thing for C470 owners: maintain a good set of

schematic drawings for all boat systems. The Owner's Manual delivered with the C470 had an excellent set of schematics covering electrical, plumbing, and mechanical systems. Every boat should keep these readily available for problem solving. I suggest having scans made and then storing them on your laptop / tablet. But then there is another factor to consider: these are the "as-built" schematics. I would dare say there isn't

a vessel in the current C470 fleet whose systems are reflected exactly as in the as-built schematics. Thus, it is important to develop a set of schematics reflecting the current reality. This can be done as easily as making a copy of the as-built schematic and drawing in the changes.

In the 2019 Mainsheet C470 Tech Note, I wrote about completely rebuilding *Onward's* navigational electronics system and networks. One of the most important parts of this process was developing a schematic diagram that reflected the new system. I used this for both system design as well as installation and maintenance. Today's ready access to good graphic software makes schematic creation and updates easier. A dedicated graphics software (I use EazyDraw on my Mac) is nice but PowerPoint or Keynote software for presentations have good drawing tools. A trick I learned from a former C470 owner was to use png file format images of each component instead of line drawings in the schematic. An example of *Onward's* navigation electronics system schematic is shown in Figure 2.

After living ashore during 2020 due to the pandemic, I found that my "mental maps" of *Onward's* systems had become foggy. I am now creating a set of schematics to capture system component locations, wire runs, hose runs, messenger lines left in place, etc. to enable me to more quickly troubleshoot a problem – because, when cruising, trouble seldom happens when it is convenient. *Semper paratus.*

I have cited several earlier articles from the C470 Tech Note archive. There is a wealth of information there and owners would be well served to support the Association and mine this trove of experience. **–Joe Rocchio**

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CATALINA 380/387/390 INTERNATIONAL ASSOCIATION

Improving the Refrigerator Lid Insulation



C380/390 Association Technical Editor Todd Gaier

This article was a group effort involving several C380/387/385 owners. -**Todd Gaier** C380, #30 Long Beach, CA and **Rich Lemmler, Jr.**, C380, #220, New Orleans

Many owners of early Catalina 380s have improved the insulation on their refrigerators using expanding foam. Still, Catalina 380/387 owners have reported problems with condensation on the lid of the refrigerator. It is particularly noticeable on the metal handle.

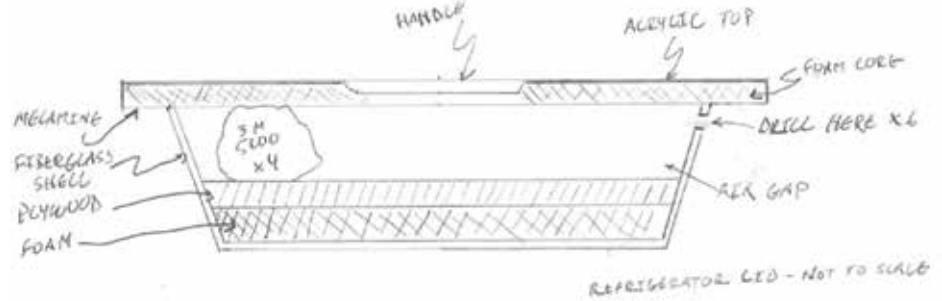


C387 Association Technical Editor Tom Brantigan

Last winter we replaced our compressor and evaporator and took the opportunity to address this issue as well. The first step was to find out what is actually inside the fiberglass insulated section. Getting the fiberglass shell off the lid was not easy. Two fine putty knives were

needed just to get between the fiberglass and the lid. In the process, much of the edge gelcoat chipped (unavoidable). Once in there the knives will find adhesive at the corners. We note that not all of the fiberglass lid shells are bonded this way. Because ours was held on with 5200, a guitar string wouldn't cut it. Ultimately we needed to slowly work each bond, 1 mm at a time from the edge. Eventually it yielded. What was found inside was really surprising. Instead of a foam-filled insulating box, what we saw was a piece of plywood. Under the plywood there is some foam,

Figure 1: Cross-section of the refrigerator lid. Not to scale.



maybe 3/4". But most importantly was a 1/2" gap of air. So from the top we have lid, 0.5" air, about 5/8" plywood, 0.75" foam, 0.125" fiberglass.

The interesting part is the air between the wood and the lid. That air is in direct contact with the rim of the fiberglass shell. From a thermal perspective, the foam at R-6.7/inch provides a thermal leak area of roughly 12.5"x9"/(0.75"x 6.7)=22 sq inch of R-1 effective.

The air gap alone has an area of ((12.5"x2)+(9"x2))x0.5" = 22 sq inches (the uninsulated edge of the fiberglass box in the cold space). So the leak through the air gap is about the same as through the foam, ie it doubled the heat leak.

Had it simply been filled with foam the total leak area (R-1 equivalent) would have been 13.4 sq inches, instead

it is 44 sq inches, so it was degraded by a factor of 3.

As for the handle being cold and wet-the lid itself is an acrylic, foam, and maybe melamine sandwich. The foam is a minimal amount, maybe 3/8", but the handle recess is cast into the acrylic, so there is no foam under it, so we have about 6 square inches of conductive material directly penetrating into the "cold space".

The simple solution to this problem is to simply fill the void between the lid and the plywood with expanding foam. This is done by drilling 4-6 3/8" holes, in the edge of the fiberglass shell close to the lid. It is a good idea to protect the exposed surfaces near the holes (including the gaskets) with tape, then spray in expanding foam (eg Great Stuff from Home Depot) until it comes out of the other holes. Next, after curing, clean up the excess foam and recess it slightly into the interior of the shell. Then fill the holes with epoxy, Marinetex or any other adhesive filler. At this point you can enjoy a cold beer without a wet refrigerator lid.



Inside of the refrigerator lid.

The solution is to simply fill the void between the lid and the plywood with expanding foam by drilling holes, in the edge of the fiberglass shell close to the lid.



Locations of holes used to expose the void.



The lid after injecting foam into the void.

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CATALINA 36/375 INTERNATIONAL ASSOCIATION

TV to Liquor Cabinet Conversion



C36 Association
Technical Editor
Pre Mk II hulls
Leslie Troyer

Special thanks to Steve Shortt for submitting this article. **—Leslie Troyer**

When the boat was built in 1995, TV's were big and required a fair amount of space to put one. The TV cabinet made sense at the time, but with small

flat panels there are many places to mount them so repurposing the large TV cabinet seemed worthwhile for me.

The sliding door was in pretty bad shape when we bought the boat so that needed fixed regardless of what I used this cabinet for. I mirrored the walls, added a magnetic switch activated LED light and made a custom bottle holder to keep things secure.

The first step was fixing the door. These are called tambour doors. The door had a paper backing which was no longer holding the slats together. The 1995 model had tracks that were routed

into the floor and ceiling of the cabinet so to remove the door for repair, it is necessary to loosen the screws holding the ceiling inside the cabinet and push it up slightly. I carefully peeled off the old paper backing. At this point, I'll add that the ceiling and floor are not square. Find the lowest point, account for the thickness of the new tracks and a bit of clearance, then trim the slats down to this size with a miter saw. Cut a scrap to the same length to use for installing the tracks. I squared them up and glued a piece of canvas drop cloth to the back to hold them all in place. I then applied 3 coats of the stain to freshen it up. At this point, the door looked like new again.

The next step is to put in new tracks. If you have the later model that came with plastic tracks you can skip ahead. The routed tracks didn't allow the door to slide smoothly and it would bind at the low point since the ceiling and floor weren't square. Installing the tracks is pretty straight forward. It is easier than it sounds. You will need one pair of 90 degree turns and one 45 degree turn. The tracks only come in 90 degrees, so you will have to cut one in half with a miter saw to make two 45's. The 45's



go just to the right of the opening and the 90's go in the back. Mount the floor track first using #6 pan head stainless screws. Then using the scrap cut to length as a guide, mark the location for the top track. Keep the guide square to the floor. Pre-drill some holes in the track, then with the guide in place put the shim in and screw the track in place. Work your way around, back to front. When done the guide piece should slide all the way around smoothly. Test fit the door, feeding from back to front. Adjust the shims as needed for it to open and close smoothly.

There are options for the back of the cabinet. There is nothing wrong with leaving the pretty teak as is. I was looking for more of a "traditional" bar look and wanted a mirror. I considered a single bar mirror with frosted trim and lettering. You can have custom acrylic (non-breakable) ones made by vendors on Etsy with your boat name, etc. In the end, I decided to do a backplash

PARTS

• **Tambour Door Tracks**

http://www.cabinetmakersupply.com/pvc_flush_mount_tambour_door_track_system_cabinet_tambour_3432_prd1.htm

• **Non-grout, peel and stick mirrored backplash**

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• **Outlet Cover**

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• **LED Lights**

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style with little square beveled mirrors. These come in two styles, grout and no-grout. Since it's not a wet bar, I opted for the no-grout style with the peel and stick backing. You can trim them easily at each tile. This made for a quick and easy installation. Remove the outlet cover and start there so you don't have to cut a tile, working bottom up toward the inside of the boat. Stair step the tiles against the hull as needed to fill in the back. Replace the outlet cover with a mirrored acrylic outlet cover. I used some foil tape to fill in where I didn't have tiles instead of cutting small pieces of the mirror tiles.

The LED light installation is very simple. I used a magnetic alarm style switch on the door. It did require shimming on the left inside of the door frame to contact the magnet mounted to the back side of the door, about an inch from the top. I spliced into the wire for the reading lamp that is already there, ran the wire back to the hull, then down on the floor of the cabinet around the edge. It's hidden by the bottle holder. The wire comes up the left inside of the cabinet to the switch, then to an LED dimmer mounted high inside to the left, then to a strip of adhesive backed LED lights. These lights come in a roll that you simply cut to size at designated trim points. The dimmer is optional, I wasn't sure how bright this was going to be. I have it set at about 50%.

I made the bottle holder out of "instrument foam" this is used for electrical instruments, gun cases, etc. It's pretty firm and holds things securely. You will want this to fill the entire cabinet so there isn't room for it to slide around. Make a template out of paper first, then trace it onto the foam. I did make this with three layers of 1" foam. The first level is for the rocks glasses. The second level at 2" thick is for the short bottles and the third is 3" thick for the taller bottles in the back. I used foam glue between the layers. You can design this layout as you like. And it's simple and cheap to redo if you want to re-arrange in the future. Then simply set your glasses and bottles on the foam, trace around them and trim to fit snugly. Put a non-skid tool drawer liner underneath to keep the bottles quiet against the floor.

Stock as desired. I bought 4 boat safe Tossware unbreakable rocks glasses. These look and feel like real rocks glasses. I liked them so much, I bought their wine glasses and pint glasses for the shelf above the galley. I have four premium spiced rums, a white rum, single batch bourbon, blended bourbon, single malt scotch, blended scotch, Cabo Wabo Tequila, Russian vodka and dry vermouth. Okole Maluna! **-Steve Shortt**, S/V Hula Girl, St Petersburg, FL

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CATALINA 350 INTERNATIONAL ASSOCIATION

Knowledge of Power



C350 Association
Technical Editor
Scott Monroe

For all those power geeks out there who need to know, hope this project sheds a little light on the subject. LED of course.

Everyone else, please keep those submissions coming. Your projects and experiences are benefit to all in the C350 family. **—Scott Monroe, Southern Yankee #409, scott_monroe@verizon.net**

Arguably, one of the most useful set of gadgets in a car is the fuel economy and range display that convey how fast your consuming fuel and how long before you run out of it. I have long wanted something like that for battery power on the Southern Yankee, our 2006 C350. A meter that let me know not only how long I have before my batteries are dead (will I wake to dead batteries when on the hook) and which devices can be shut down to improve the economical use of power. As I explored this more, I found I would needed to know not only the total amp draw of what everything is consuming, but also the draw from individual hungry devices. With the knowledge of power consumption of individual circuits, I felt I could better tailor consumption to extend battery life and my time on the hook. I am sure my curiosity is shared by all, certainly those of us without gensets.

When I first started the quest of “knowledge of power”, I tried using the analog meter installed on our distribution panel to figure out how many amps any one / all of the circuits were using. I never had much luck since the analog amp meter’s full range is 100 amps and a 5 amp +/- change is a slight blip on that scale, while that same 5 amps across 24 hrs would consume most of the useful amp hours in our battery bank. So, I set out to find a solution that could not only tell me overall status of the batteries but also power consumption from both overall amp use and that of individual power hunger circuits. When I started looking,

I found that most of the digital amp/volt meters on the market only displayed a single circuit, the overall amp usage, but I wanted to monitor several circuits simultaneously. After some search I came upon on the battery monitoring system by SiMarine, Pico.



Functioning Meter

The first image tells the entire story how well this device addressed my thirst for “knowledge of power”.

The Pico battery monitoring system can be configured with five user defined ports (shunts) that when individually wired in series with the on-board device the display will show the amp draw for that device. Out of all circuits on board I chose the main circuit off the battery, to get total amp usage, the refrigerator, navigation which includes the MFD, the autopilot and solar panels. The first image shows the installed Pico panel. From the panel you can see that my overall power draw is 6.75 amp (top number, Main shunt), of which the

refrigerator was pulling 3.31 amps, the MFD pulling 1.16 amps (Navigation), and autopilot barely pulling anything (since it was not in use). The solar panels on the other hand were producing 10.9 amps, with the net (4.29 amps) going back to charge the batteries (10.9 A – 6.75 A = 4.29 A). Based on this amp production and usage, with current battery state at 90% the Pico head unit calculated that it will take 4 hrs and 26 min to get the batteries fully charged! At last, “knowledge of power”!

Before I dive into the details of the project, I couldn’t resist throwing my teaching hat back on and discuss how amps are measured, and the role of shunts (something that totally escaped me for a long time). The factory installed main shunt in the C350’s DC distribution panel is located on the back side of the distribution panel, it looks like a bronze bridge with heavy gauge red wire running from them. Amps can’t be measured directly as you would with voltage but can be measured indirectly and accurately via Ohm’s law. Ohm’s law states that Amps = Volts / Resistance, or more importantly Volts = Amps X Resistance. An often-confusing point in this equation is that the volts aren’t referring to the source voltage, i.e. battery voltage, but the voltage drop/differential across a resistor, in this case the shunt, when current is flowing. The shunt is an accurately measured resistor which as amps flow across it there is a very small voltage drop from one side to the other. In the case of our shunts in our distribution panel that voltage drop at 100 amps is equal to 200 mv (printed on the side of the shunt). Measuring the voltage from one terminal of the shunt to the other will allow you to indirectly calculate the amp flow, e.g if there is 50 amps flowing then the voltage drop is 100 mv, etc. Thus, the analog amp meter on our distribution panel which is wired to both sides of the shunt is just a very sensitive voltmeter, that is calibrated to display what the calculated amps are. Shunts can be put in line in either the positive or negative leads in the circuit and get the same results, as current is the same throughout the circuit.

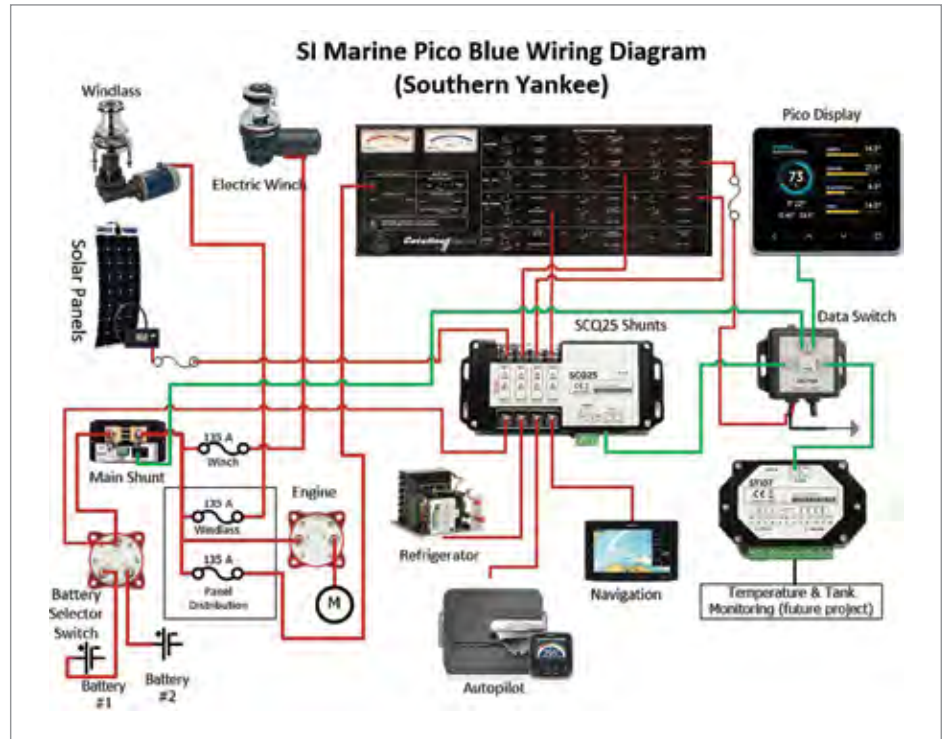
Now back to the nuts and bolts of the project. SiMarine is a company

out of Slovenia in the EU which manufactures the PICO (www.simarine.net/product/pico-blue-package/). I was able to deal directly with them for the Blue package, but they are also available on Amazon for about \$599.

There are other features that I haven't connected yet, like temperature sensors which I plan on installing into the fridge and freezer as well as the tank capacities, another project for another day.

The package comes with the following items shown displayed in image 2:

- PICO BLUE package includes:
- 1x PICO display unit
 - 1x SC503 shunt module
 - 1x ST107 tank module
 - 1x SCQ25 quadro shunt module
 - Wiring to connect most modules.



Wiring the system on board does take some time and effort and must be preceded with a good wiring diagram, which is always a good idea before starting any electrical project no matter how big or small, even if it is just on a bar napkin. This project warranted a little more than a bar napkin. Image 3 shows the wiring diagram for this project (Visio).

The digital shunts in the SCQ25, which can handle up to 25 amps, were connected between the individual devices and the breaker on the main dc distribution panel. Basically, I

disconnected the positive conductor for a given device from its breaker in the distribution panel, wired it to one side of the shunt in the SCQ25 module and then ran a new appropriately sized conductor from the other side of the shunt back to the breaker, simple. The 300 W solar panel array was wired in series through the SCQ25 on its way to the main battery switch. The array, on a good day only generates ~16 amps, well below the max on the SCQ25 of 25 amps.

The Main shunt (max capacity of 500 amps) was wired between the main

battery switch and the main breakers for the distribution panel, windless and the electric winch I have on board (shown in Fig. 4).

All modules are then connected to each other via provided data cables (green in wiring diagram) which run to the data switch. Data switch is then connected to Pico display with provided cable.

Mounting the individual modules was simple given the ample room Catalina designed in behind the electrical panels. The main shunt was mounted on an installed mounting block



Si marine parts



Main Shunt

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(continued from previous page)

behind the battery switches shown in image 4. Battery cables were fitted and although not shown, boots were installed on the two lugs.

The rest of the modules were installed behind the main DC distribution panel shown in the final image. The green stars identify all the components that were installed with the project.

Once everything was installed the display unit had to be configured based on the installation, i.e. what each of the shunts were assigned to, e.g. Refrigerator, how many batteries were connected, etc. Battery life on the other hand was done internally in the unit's processor. It required several charging and depletion cycles of the batteries for the unit to collect enough data to determine % and charge times. Quite intelligent actually.

In the end the project took several weekends to complete, with layout being a substantial part of it. With the unit and additional wire, I estimated that the project cost around \$650.

This battery monitoring system has been invaluable to us when we are out on the hook. I am frequently checking not only how much the fridge is costing in power but also what I can turn off to save a few of those valuable amps. It is truly amazing how much more I am able to extend the battery life between charges with a little economical use of power, all of which comes from knowledge of power usage.

—**Scott Monroe**, *Southern Yankee* (#409) Narragansett Bay, Rhode Island (Scott_Monroe@Verizon.net).



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Done with Flooded Lead Acid Batteries



C320 Association
Technical Editor
Jason Reynolds

Special thanks to Rich Fowler for submitting this article. —**Jason Reynolds**, jereyns@hotmail.com

On a soon to be atypical weekend, I was showing our boat to some relatives that had asked

for a quick tour after brunch. Upon arrival on deck, I noticed a strong odor. My first thought was someone's holding tank at the marina was in really bad shape. After I opened the companionway, I was hit with a very strong sulfur smell and loud hissing. I immediately knew it was the batteries and started to shut off all AC and DC power. Pulling the cushions and cover boards off the starboard settee, it was obvious that the aft 4D Interstate had overcharged, lost all fluid, and was in the process of melting. Note these were 5 years old, well maintained and never deeply discharged. Perhaps it was the original 2004 Charles 30A charger that was to blame. Luckily, I was just in time to prevent further damage and potential disaster.

In any event, I was done with flooded lead acid batteries, especially under the main salon settee where the rear admiral and little ones like to lounge. After research, I decided on Lifeline 4DLs Absorbed Glass Mat (AGM) batteries. They use oxygen recombination and pressure relief valves to create a self-contained system to modulate case pressures, all internally. No need to add water, check levels or worry about spilling. It's a safer system. They meet Mil Spec and have a great reputation. I have looked at lithium, but believe the technology is rapidly evolving and decided to stay with proven, safe technology for now.

Researching various chargers led me to Victron Energy based in the Netherlands. For a 320, the Multiplus Compact (MPC) 80 AMP charger and 2000VA (1600W) pure sine wave inverter seemed like a perfect choice. The features are impressive with

“adaptive charge” software controlled 4-stage charging, isolated start battery trickle charge, and it can be programmed with their VictronConnect App. It can even boost a generator's AC output for short durations such as during an air conditioning system startup with its Power Assist mode. It's also fully compatible with Lithium-Ion batteries and modular with numerous accessories. The quality is impressive and support rivals our community. Some of the pros suggest getting an inverter charger rather than just an inverter because you are getting so much more for the money. I completely agree.

Installation:

The resources provided by Victron are very good. I'm adding items that were not easily found in the existing documents or that may be unique to a 320 install. Anyone installing one of these units should read all of the manuals; there is so much more information than I'm providing here.

I installed the MPC in the original charger location in the port locker. To enlarge the mounting surface, a 3/4" Starboard panel was attached directly to the original and smaller plywood

mount. I made the Starboard slightly smaller than actual MPC case. This is needed to pull the unit away from the lower fiberglass structure “ridge” on the hull that would interfere with bottom left corner of the unit. For clearance, the unit sits higher than the original charger. It was incredibly convenient to remove the deep galley cabinet to allow access to the locker from the galley. You can see in the pictures that the very top and port side do not have ideal clearance, but the locker area is quite large. The galley cabinet does not interfere with the unit vents. Testing will determine if a need exists to add additional air circulation.

For the DC connections, I ran dual 1 AWG from the battery compartment to the MPC under the galley. This is the shortest path. AWG 1 x2 provides a total cross section surface area of 84.8mm². For comparison, 1/0 is 53.5mm² and 2/0 is 67.4mm². Dual 1 AWG will give you significantly more surface area than single 2/0. Victron suggests 70mm² for 0-5 m. Run is measured round trip to Battery for voltage drop calculations, not just one way. Several experts have developed guidance on ABYC requirements and doubled conductors, so there is



Forward Battery Compartment

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(continued from previous page)



DC Battery Run

a significant amount of information available to review. My primary focus was on charging, and this setup will provide minimum voltage drop (2%) for the 80A charger. I used the (Circuit Wizard - Blue Sea Systems) to test various configurations.

From the batteries heading aft parallel to the bilge, the wires exit where fresh water lines enter aft cabin

under the floor panel. The wires run up next to the engine fresh water anti-siphon loop and enter the port locker through two holes drilled in the floor. There is a fridge compressor line running right where you would want to drill, so I used my phone to take pictures looking up and behind the panel in aft cabin to locate the tunnel structure that needs to be avoided. I really considered adding an access panel to aft cabin for this part.

Consensus on research specifies class T fuses for inverters. Note that larger class T holders (450A+) do not fit the smaller fuses. I installed the master on/off switch to disconnect battery cables from the MPC in the aft battery compartment. This is critical so someone is not electrocuted by disconnecting shore power and not knowing (forgetting) that the inverter is ON supplying 120v AC to the boat. Simple “plug” AC testers may not light up, depending on your MPC settings for “power down” modes that need a load to sense before powering on. (Jeff Cote PYS has great videos on this).

According to some of the pros, there is much confusion about case grounding and it is often done incorrectly. Victron recommends using the same or one size smaller wire than

used for the DC connections. This must be in addition to the negative ground wire running back to the battery. I ran the case ground wire from the case ground lug to the engine block ground. The AC is then grounded with the AC green wire so the case ground protects against a DC fault that would quickly overwhelm the smaller AC gauge wires.

The Marinc Pro Installer series switches and fuses are great, especially with the connecting link bars available in different lengths. This eliminates the need to run battery cables between some of the components making a smaller footprint install. Connection on the positive side was in this order:

- Battery - Fuse (ANL 300A) –
- Unswitched distribution bus – Fuse (Class T 300A) – Master On/OFF – MPC.

There are different ways to install the AC. Some suggest connecting (IN/OUT) at AC shore power entry and installing a sub-panel for inverter AC loads. A bypass is needed for this option because the unit failing would stop all AC loads. I only wanted inverter loads on the outlets. The MPC will pass through AC when on. For my install, the AC “IN” used the existing wiring from old battery charger that was 10 AWG. I ran the AC “OUT” 10 AWG from the MPC to the panel. To have more working room, I removed the panels in the galley cabinets, microwave, and panel holding the outlet in top right cabinet to easily access wires going down to the panel.

I made sure to disconnect the shore power line, not just turn off breaker before doing AC panel connections.

The Ground (green) connects to AC ground bus. Neutral (white) connects to the outlets bus separated from the rest of the white neutral bus located directly behind the panel mounted to the hull. After checking the original wiring diagram, I used a multi-meter to check continuity from the outlets at the nav station and galley to identify the two white wires that connect to all of the port and starboard outlets. On my 2004, these were wires #1 and #3 from left to right looking at the bus. Line (black) connected to OUTLETS breaker after cutting existing copper bus bar



Aft Battery Compartment



Installed Multiplus



Victron BMV and Control Panel

that ran across multiple breakers to separate AC input from the other input sources on the panel.

There is a Trickle Charge 4A feature that I used to connect to the start battery. I used the existing 6 AWG red wire from the original charger that was already fused with a 30A in-line fuse at the forward battery. I used an ANL fuse and holder to step-up the 10 AWG Trickle Charge line from the MPC to the existing 6 AWG charge line because I had an extra. Options would be a step-down crimp connector or single post. This line is fused at both ends.

Some of the other items that were also installed: Digital Multi Control remote panel, BMV-712, MK3-USB, Bluetooth Dongle.

I ran two Cat6 cables from the MPC to the battery compartment for the display and smart dongle. Victron says use only pre-manufactured cables,

but this would be real challenging considering the run across the bilge through the wire channels and up behind the panel. There are some tight areas that only a bare cable would fit. I have not had any issues so far with the cables that I terminated (and tested). The smart dongle sticks to the battery and senses surface temperature. It was great to have some extra Cat6 slack to unplug this unit and plug into the MK3-USB when programming. This avoids having to go back to the ethernet-type data ports on the unit. Victron calls these VE.bus ports.

DIP switches must be set to recognize the remote panel. After setting, you leave the main switch at the unit on and control with the panel. The Panel was installed over original battery selector switch. There is nothing really unique about installing those for a 320. The dongle allows the

MPC to connect to Bluetooth. It can't be programmed with Bluetooth, but can be monitored on your phone or tablet. To actually program the unit, I downloaded Victron Connect and used the MK3-USB connector with a laptop (win or mac). I'm still playing with the settings. The manual says Android tablets and phones may be used to program with a USB adapter and the MK3-USB Victron connector.

With the Victron phone app, you see two Bluetooth devices (Multi (w/ dongle) and BMV). Select one at a time to see all parameters. Having this info display on a phone/tablet is really convenient.

I'm no expert, but I read hundreds of pages for this install. Hope this is helpful to the 320 community.

–Rich Fowler, Stela Maris, 2004 C320 #990

- **Key resources:** Victron Wiring Unlimited, Victron community board, Victron Toolkit App and the manuals.
- Spec Sheet: https://www.victronenergy.com/upload/documents/Datasheet-Multiplus-inverter-charger_2kVA-and-3kVA-120V-US-EN.pdf

CATALINA 28 INTERNATIONAL ASSOCIATION

Mast Stepping Safety

Do you do your own mast work and rigging? If so, this may be some added safety for your stepping and un-stepping your mast.

In my eye the mast raising crane is one of the most dangerous places on the lake. Here is a technique that may make

C28 Association
Technical Editor
Ken Cox

it safer and easier for you on both large/long masts and all double spreader masts.

On the double spreaders the lower spreader is lower than on a single spreader mast and the upper section can get heavy and hard to handle.

The big day is here you have verified the lights, checked to make sure all of the standing and running rigging are all in the correct place. Personally, I like to have three people, two experienced

people can do it on the larger boats but three seems to be the ideal number for me.

If the lower stays are T Bar there is always the possibility that they come out at an inappropriate time, so, I disconnect them from the deck, run them down the deck and back tape them in place. I like the mast facing up and the jib on top. You can also use a smaller diameter choker or sling, less line, less potential for chafe and failure as well.

I then run my choker just below the lower spreader. While you could use a larger loop below the upper spreader that you can reach from the deck, again, shorter choker, less chance of chafe or it breaking.

Once the choker is under the lower spreader, I let out more slack until it is laying near to the upper couple of feet of the mast. I then take the jib halyard and

attach it to the lift line and cleat it off. To insure I get the jib halyard back on deck, I run a drop line from the shackle of the jib halyard long enough to be reached from the deck. I also attach a drop line to the lift line so I can retrieve it as well.

Now as the mast is lifted, the top rises first and goes straight up, the men on deck only have to steady the mast butt and furler foil. Once the mast is fully up you can attach the wires and slip it onto the sleeve on deck or the bolt that you can also use as a pivot if you have an articulating pulley on the mast crane. Ease the mast down, attach any standing rigging that had to be removed except the lowers. Once the forestay, backstay and upper side stays are attached and snugged you can then lower the lifting strap as well as retrieve your jib halyard. **-Ken Cox, Acadia #317**

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Looking for Water In All the Wrong Places

OK, so your boat is out for the winter and on it's cradle or stands. Now might be a good time to see if there is water, water everywhere and not where you want it to be. So how then do you find out? Well you could buy a several hundred dollar moisture meter! OR, you could go to the big box store and buy one for under \$50 to use as a good indicator or your hull condition. No, it will not really tell you the percent of moisture in your hull but will act as a good indicator and either give you a heads up or help you decide to have a surveyor bring his high dollar meter and his experience of reading it to your boat.

So, your looking for an indication of a problem that needs further investigation. These meters have three scales, mortar, drywall and wood. Get one that has pads, not prick points. Again, we are looking for an indicator,

not an exact reading. When you have about an hour, go to your boat armed with your sharpie and moisture meter. It should not have just been pulled, pressure washed or rained on. With your sharpie write on the rudder, the date, ambient temp and humidity.

Take some reading in each scale in the same spot, see what seems the most believable. They also vary in sensitivity. When you decide on a scale use this for all readings and the readings you will take again in a few weeks for comparison.

Do readings on the bottom of the keel and write them on the keel, go up 2 feet and do it again all along the hull, do this about every 2 feet all the way to the rub rail. The reading is not the huge thing here but the trend. If you start at say the water line and it's 15% until all of a sudden it jumps to 50%, this

is an indicator of a possible problem, is there a blister? A gouge? A thru hull fitting? A huge jump has a high probability of a potential problem. You may also see a trend up and down, this is less of a concern as a hull will ingress some water into bottom paint, epoxy paint etc., more on this later. If your measurement points are the same on each side or not, this is also a potential indicator of an issue.

If your hull or deck is in bad need of a rub out and wax, put some tape on it and mark your reading on this so as not to impregnate you hull, but you really should rub it out if it's this bad.

Over the winter the hull will have a tendency to dry out, more below the water line than above.

Do again in the spring, all reading should come down a modest amount. A huge change will indicate strongly of

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a potential problem. Winter time tends to be a dryer time of year in MOST places. A huge change tells you that a substantial amount of water has dried out.

Note also that internal framing, metal and even wiring can cause a false reading, but these false reading will stay the same or nearly so.

Now, do the same thing on deck, again use the blue tape if need be. Note that some areas may be different due to in deck hardware like bolt plates for clutches or reinforcements for travelers and things like that. If you find an area that seems suspicious like near a cleat, go around it and see if the readings get lower the farther away you get, this is also an indicator, again, it could be a backing plate, but it could also be water in a place you do not want it to be.

Once you have surveyed your hull and deck both fall and spring, make a note, yes write it down, date, temp,

If you have obvious signs like weeping from the keel or rudder then I would give it less of a casual glance and perhaps get a bit quicker on getting more aggressive with my investigation of it all.

humidity etc., of both tests of the hull and deck, making notes for areas that may be a potential problem. Put it on a sketch of your hull and deck as well.

Go back the following year and look for variance's that have become worse. But given the sensitivity of these meters I still would not cut into an area until I start to see visible signs as well. It does take some time and skill to understand this process. If you have obvious signs like weeping from the keel or rudder then I would give it less of a casual glance and perhaps get a bit quicker on getting more aggressive

with my investigation of it all. A bulging keel or a rudder that protrudes on one side is a pretty big confirmation that something is wrong and needs further investigation.

Once you have your base line numbers do it every two to three years, but do the area's of concern more often.

As an added benefit you have gone over your boat really well and have probably found some things that needed to go on your to do list anyway.

Fix it fast, sail it faster! **-Ken Cox,**
Acadia #317



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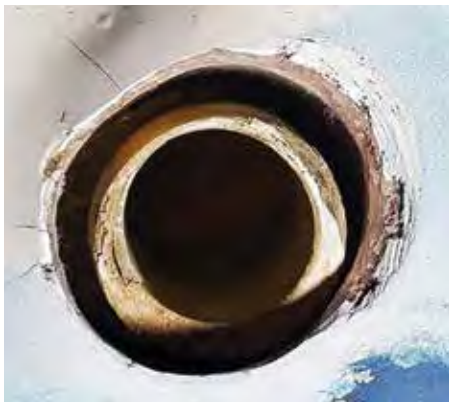
Special thanks to Kemp Fuller for submitting this article. **—David Gonsalves**

The original bushing to my 2004 C250WB (Hull 781) was a fiberglass bushing that was inset into a hole in the centerboard. Over time, because this is a high load point, the bushing broke free from the centerboard with a net result that the board then effectively rattled around on the bushing. This made the hole oblong

and generally a mess.

The centerboard was free to rattle around the trunk, make lots of annoying noise and make the boat difficult to steer. After 17 years, it would tend to never go straight as the centerboard pivoted port or starboard literally acting as a second rudder amidships. A condition that is no fun at all and worse potentially dangerous. Fortunately it can be relatively easily fixed and made better than new.

During the repair, there were some tricky situations I encountered and this gives the highlights of the job. I'm not going to go into specifics on removing



Original centerboard bushing

the centerboard as everyone has different facilities available to them to get the boat raised up. My marina only had a telelifter and straps so we lifted the front end of the boat while it was on the trailer the 16 or so inches required to slide the centerboard out. It took less than 20 minutes to do it.

There are a few important things to note about my boat and this job – my hull, 781, came with the “newer” keel hanger casting kit that apparently is wider than what was originally chosen earlier in the production run. That kit, as mounted in the hull has a 2-1/2 inch gap where the board goes sitting on its bronze pin. That was good news for me as I used the C25 replacement bushing from Catalina Direct, C-25 Keel Pivot Pin Bushing (Part: E1985) for \$9.95.



New bushing

Since the part was made for a C25 Swing Keel and not a C250 Centerboard, as soon as I removed the board from the trunk, I reinstalled the hanger and checked the bushing to see if it fit. It did perfectly. That said, the tolerances are close so going into this project I knew that I needed to have a high level of precision. While I didn't measure things, I do enough other mechanical projects that I could tell that there's 1/8" or less that I'll have to work with so things need to be done right.

The job at hand...

Once I got the centerboard back to the shop, the first thing I noticed was the hole for the bushing is right at the transition area between the flat part of the upper board and where it starts to taper the foil. Further, the hole was an oblong mess it caused a lot of stress trying to figure out the situation. Fortunately it wasn't that hard. Using simple tools: 2x4 lumber, painters tape, C clamps, a drill press, and of course epoxy, I was able to the job and so can you.

STEP 1

I used two sawhorses to lay the centerboard down horizontal. Clean off any bottom paint with an orbital sander so there was just gelcoat around the hole. I would also recommend cleaning out the centerboard hole and making sure there is no residual anything in there. Wipe it all down with acetone or other solvent and get it clean and dry on both sides of the centerboard.

STEP 2

This was my hardest part... The width of my centerboard is about 2-1/4 inches, maybe slightly more. I have no idea how precise Catalina made centerboards but that's what mine is. That said, the bushing is 2-1/2 inches so there was less than 1/4-inch, so be very precise. So the task becomes, figuring out how to perfectly position the bushing to be both perpendicular to the centerboard and equally straddle the board at the same depth when mounted.

Seems daunting. It actually turned out not that hard. Let's get the measurements... You need a C Clamp and a very straight smooth piece of 2x4 lumber. I had one about 18 inches long sitting around in the barn. Clamp it on the underside of the centerboard with the end of it sitting under the hole. Next, set the new bushing on the board and centered in the hole. It will stick out the top side of the centerboard. Measure how far it sticks up between the flat side of the centerboard top and the bushing. I used some dial calipers that I have and recommend that you do as well. So in my case, I have a measurement of just over 3mm. That's all there is to work with to keep things straight and level. When the centerboard is re-installed, it needs to be perfectly centered on the keel hangers. Likewise, it needs to be aligned in the trunk itself and not canting either to port or starboard causing tracking issues.

STEP 3

Getting ready for the job. Now that I had the measurement, the challenge is to get the bushing centered on the board. To do this is actually easy. Taking the measurement from Step 2 and divide it in half. In my case about 1.5mm.

CATALINA 25/250 & CAPRI 25 INTERNATIONAL ASSOCIATION

(continued from previous page)

Remove the 2x4 and with a drill press, use a 1-1/4 wood bit. Drill the hole 1.5mm deep. This allows the bushing a snug fit into the 2x4 at the proper depth. Clamp the 2x4 back to the underside of the board and center it up. Put the bushing back in and check the measurements with the dial calipers. As long as there is clearance on both sides for the keel hangers it should be fine.



Lumber with bushing mount

STEP 4

Now I'm thinking what about the transition area, how do I deal with that? Well again, it turned out to be not that hard. If you think about what epoxy likes best; a mold. It's easy to create one, just figure out how to close the rest of the hole off and keep the epoxy from dripping all over the place. Get some packing tape or other substance that epoxy isn't going to stick too. In my case, its two side by side strips of packing tape stuck to a piece of plain paper then cut into a square. Take the bushing and center it on the shiny side of the packing tape and draw a circle with a pen. Then use an Exacto knife and cut out the center. I used two pieces, one for the topside and underside. For the underside, take blue painters tape and tape all around the gelcoat on the centerboard hole. I taped mine so that I didn't epoxy anything I didn't want epoxied. Center the "mold" (the taped square) over the hole in the centerboard making sure the shiny side of the tape faced towards where the epoxy was to be poured.



Template



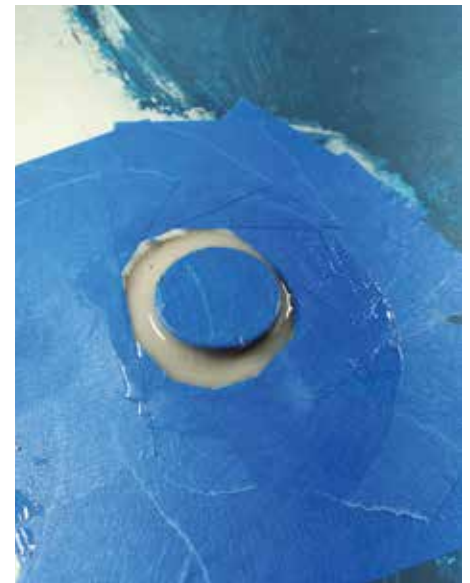
Top view



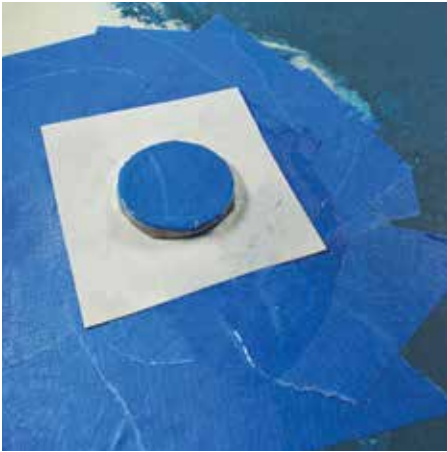
Ready for epoxy

STEP 5

Now it becomes an epoxy job. In thinking about how I wanted to do this, I chose West System 105 with 205 hardener and 404 high density adhesive filler. Among the many high stress points on a boat, I would certainly count this as one of them. So I think the addition of the 404 is applicable here for two reasons, strength and I wanted to thicken the epoxy. I'm not going to go into how to use the epoxy, suffice to say read the directions and follow the ratios! I wanted a consistency that would flow into all the crevices but not be so thin as to seep around the 'mold' template in case my cutting of the template wasn't as round as the bushing. Just in case, I think it's a good idea to use some plastic wrap underneath so nothing sticks. So, job ready and it's time to pour. I did all my mixing in a clear plastic cup and made sure I had all the epoxy I would need along with some flat wooden sticks to act as spreaders. On the topside, the bushing needs to be sealed so epoxy does not get into the shaft. Begin the pour into the cavity around the bushing taking care to keep the epoxy where it belongs. In the end, I had made a second 'mold' for the top of the board to contour the epoxy to the transition area. Just press it down with your fingers. It does a great job. Once everything has hardened, remove all the tape and you should have a perfectly finished job.



Epoxy pour



Top template installed



Finished work

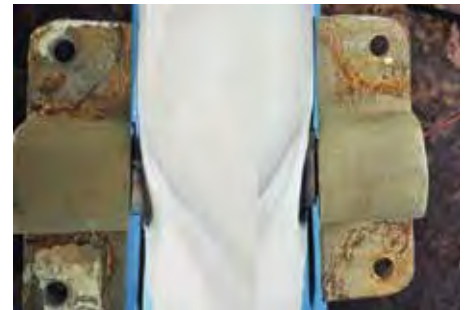
STEP 6

Now is the time to check your work. There isn't a lot of room to play with, so I removed the Keel Hanger castings off the boat and brought them to the shop. In the photo, there are proper clearances, so reinstalling the board should go smoothly after a fresh coat of bottom paint on the centerboard.

—Kemp Fuller, Haworth OK, C250WB 781

Note from Catalina Yachts:

Precise athwartship alignment is needed or the bushing will force the centerboard to lay out of parallel to the trunk.



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Catalina 310, 2002



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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!*

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C36/375IA Board Member, Fleet Relations

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#3, Chesapeake Bay
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#4, Puget Sound
 rodj2@msn.com
#5, Long Island Sound
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#12, Punta Gorda, Florida
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#12, Chesapeake Bay
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 toneydot@me.com

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 bob@s-i-inc.com

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#3 Long Island, NY
 http://www.l-y-n-c-h.com/IC30F3
#4 Lake Erie, OH
 jpaint412@msn.com
#6 Seattle, WA Tacoma & South Sound, WA
 http://home.earthlink.net/~catss
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 AV8RSailor@verizon.net
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 www.fleet10.com
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 www.allcatalinane.org
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#29 Chelsea on Hudson, NY
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#32 Lake Lanier, GA
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#35 Southwest Florida
 (see Fleet #7)
#36 Lake Perry, KS
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#38 West Michigan, MI
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#40 Lake Pleasant, AZ
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#44 Santa Cruz, CA
 clubmanager@scyc.org
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 szymanskim@msn.com
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South Shore Yacht Club, Milwaukee, WI
 http://2011c30anationalregatta.com

Other regional C30 Fleets

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OSCA Rhode Island
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SBCYA Long Island, NY
 www.sbcyc.org
CSMB Santa Monica Bay
 millerjonathon@mac.com
Lake Hefner, OK
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 http://www.catfleet69.com
GC3, Alabama
 GulfCoastCatalinaCruisers.com

Let us know where you sail!

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

CATALINA 4 SERIES ASSOCIATION

Thank you, Frank Falcone



C4 Series
Association Editor
Martha Bliss



C4 Series
Association Editor
Dan Bliss

Frank Falcone has been the Commodore of the Catalina 400 International Association since 2007. In that period he helped, at Catalina's request, to assimilate the Catalina 445s into the association. He organized a 400/445 Rendezvous in Rock Hall, Maryland that was well attended by sea, by land and by air on a weekend in June 2015. Frank led a Chesapeake Cruise in the summer of 2019. He was working on another Rendezvous for the

summer of 2020 when Covid reared its ugly head.

During his tenure as Commodore Frank wrote more than 20 articles for *Mainsheet*. We don't know anyone that has been more prolific. He has been a constant worker and positive force for our 400 and 400/445 Associations, and he will be sorely missed.

As we were winding up 2020 Frank started putting out a call for a successor. About that same time he started getting "feelers" from the Catalina 42/425 Association about possibly merging with us. During those talks, Frank was also contacted by the Catalina 440 Association asking about a merger. Those two associations were having some difficulties finding volunteers for their various leadership positions so they began to seek a solution by merging with other Associations. A merger was agreed to and it was decided the new association would be the Catalina 4 Series Association (see <http://catalina4series.org/>)

Back to Frank looking for a successor: John "Hoop" Hooper

volunteered to take over as Commodore of our new association. John, owner of C400, *Liberty*, is a retired U. S. Coast Guard Commander. We wish him lots of luck heading up our Association.

As of June 1, 2021 Frank has retired. We thank him for his years of service and wish him well along with fair winds and following seas as he sails his Catalina 400, *Silver Eagle*. —**Dan and Martha Bliss for the Association**



Frank Falcone

Changes

As summer is starting to wind down and we start coming into the best part of the sailing season I wanted to take a minute and tell you about some changes coming to the 440 Association.

Over the past few years many of the Catalina Associations have had a difficult time filling their leadership positions and maintaining membership. We as an association are down to 20 paid members. I guess that is not too bad, since only 60+ 440's were sold.

Recently the Catalina 400-445 Association looked to merge with the Catalina 42/425 Association who had been without a commodore for some time. Last year, I sold my 440 (to great people) and I was looking for an exit as your Secretary/ Treasurer. In the meantime, I checked in with the other associations and found there is work being done to combine all of the 4 series (400 through 445 series) boats under one umbrella—thus The

Catalina 4 Series Organization <http://catalina4series.org/> is being formed

The new organization will be led by one team of officers and promises an enhanced website, *Mainsheet* subscriptions and much more. I took the liberty of including our association into the new organization.

Although one team of officers—the new organization looks to have a comfortable feel and in that effort they will need a C440 *Mainsheet* Editor along with a Technical Editor. Dan Bliss is the contact for these positions.

All of the 440 Associations dues and subscriptions to *Mainsheet* have been transferred to the new organization and are in good hands.

There will be much more coming your way on the new organization but I wanted to send you all a heads up and say "Thank You" for allowing me to be your Secretary/Treasurer over these past few years and to also give a shout out to Jessica Mackelprang-Carter for

her outstanding work as our *Mainsheet* Editor and part time technical editor along with Hans Peterson our Commodore—and I don't want to forget our past Technical Editor, Mike Simpson and his adventures with Jennifer on *Three Sheets*.

Don't hesitate to e-mail me should you have any questions or concerns.

I wish you all Fair Winds and Following Seas. —**John McElderry**, catalinamorgan440@gmail.com

The new organization will be led by one team of officers and promises an enhanced website, *Mainsheet* subscriptions and much more.

CATALINA 34/355 INTERNATIONAL ASSOCIATION

Secretary's Report



C34/355
Association
Secretary
Stu Jackson

C34IA Membership remained steady at 508 from last quarter's 510, and includes 31 C355s.

My first cruise of the season was in mid-August to my favorite anchorage Annette Inlet on Prevost Island, a four hour motor from my marina. I enjoyed

two relaxing nights there, but it got rather chilly on the third day, so I motored home for a night in the marina with electric heat. My next cruise in late August was to be to Conover Cove on Wallace Island, a marine park with a small dock. As I approached, I saw that the dock space was all taken. Deciding against anchoring in nearby Princess Cove, I carried on to Montague Harbour, an hour further down Trincomali Channel on Galiano Island. The dock there was full, too, so I slowly motored through the moored boats to pick up a mooring ball. Although this is my fifth year here in British Columbia, this was to be a "first" for me – picking up a mooring singlehanded. Previously I'd chickened out and had friends with dinghies pick theirs up first and row over and thread my bow line through. Last year my son Morgan did the lifting

while I threaded the line through the ring and walked it forward to the bow cleats. I pulled up to the mooring, and stood on the port side with one foot on the cockpit seat and the other on deck straddling the port jib sheet winch. I grabbed the ring with the boat hook and pulled up. But the ring, which was supposed to come up, stayed firmly down at the top of the buoy no matter how hard I pulled. The ring itself was quite large so I was able to lift it and bend down and thread the line through the ring and walked it forward.

Just as I was finishing up, I noticed a dinghy rowing toward me off our starboard bow, thinking it was kinda early for the toll collector to be picking up the buoy fees. The dinghy got up to the boat and the occupant said, "I used to have a Catalina 34 named *Black Dragon*. Do you remember? Are you Stu Jackson?" It took a few nanoseconds for the penny to drop and I exclaimed, "Holy Cow, you're Steve Dolling! C'mon aboard!" Steve, his wife Tracey, and their son Foster had sailed their Catalina 34 (#804) to Mexico, and had stopped at our house outside San Francisco on their way south in 2009 to visit and do their laundry! I had "met" Steve by phone during our many visits to Canada visiting Cory's parents, and we discussed boating systems in preparation for his trip. Steve was very active on the Forum as *waterdog*, and had prepared useful

updates on his experiences with his boat and its systems from their trip in a classic "1500 and 3596 Mile Report" on the forum. He also provided an excellent analysis of anchoring systems and *Spare for a Long Cruise*, both of which I've captured in the "101 Topics" sticky thread. They'd sold their C34 after having it trucked back to Canada and bought a 40 foot catamaran which they also sailed to Mexico. He told me the story of their return to Canada by car in March 2020, when the prime minister urged all Canadians to return home as the Covid epidemic first began. Their boat remains in Puerto Vallarta. He was at Montague on a friend's Beneteau 34, and saw me motoring through the mooring field, figuring "I saw a Catalina 34 coming in and thought: Hmm, can't be too many of them called *Aquavite*. Let me row over and see if it's Stu." We had a great time catching up over a tequila (what else?). He and Tracey motored by on their way out the next morning. Small world... if the Conover Cove dock hadn't been full...

Trust you remained safe and survived the burdens of 2020, that you and your families and friends remain well and enjoyed your 2021 season. And, as always, many thanks from all of us to all of you for supporting the C34IA. **-Stu Jackson, #224 Aquavite**

CATALINA 320 INTERNATIONAL ASSOCIATION

Another Lesson from *Romance*



C320
Commodore
David Allred

For over two decades, my Catalina 320, *Romance*, has been a demanding but thoughtful teacher and a source of material for stories that my wife once described as boring, but I took to mean "fascinating tales

merely too often repeated in her presence." Over the last several years, I have used this forum to describe several of those incidents, a few of which may have offered lessons or wisdom earned the hard way by mistake, negligence, and/or plain stupidity. Some have been infused with humor, others with regret, and almost all by a little blood, a lot of sweat, and a few tears. This article continues that tradition.

For *Romance*, the summer of 2021 proved to be a sailing season of very

little sailing. For various reasons, *Romance* sat idly in her slip on the Cheaspeake from launching in mid-May until the second week of August. I occasionally visited to make sure she was still afloat and to do various chores in anticipation of taking her out, but never actually cranked the engine or raised a sail. Finally, though, my wife and I found a day when going sailing was the only reasonable thing to do. So we did--or attempted to. Things did not go exactly as planned.

As we began to back out of the slip, I noticed the helm seemed somewhat unresponsive and the engine seemed to have lost a lot of power. We moved

sluggishly, but managed to get into the main channel and head out to the bay. At the 1,700 RPM I usually use to exit the marina, we were barely moving. At 2,300 RPM, we were still in the no wake zone making about 2-3 knots. We finally made it into the bay, but it was clear something was amiss. I found that max throttle would produce only 2,800 RPM when I knew the Yanmar would do 3,600 RPM. As we slowly motored back to the slip, I thought of all the things that could be the problem. Of course, knowing the boat had not moved for three months, I figured there was plenty of marine growth on the hull and likely barnacles or such on the prop. I resolved to check out those potential problems forthwith.

The next day, I placed an array of scraping devices on the swim platform and donned a face mask (diving, not covid) to begin my search for the problem. Visibility two feet below the surface was about 10 inches. That was mostly due to the nature of the Chesapeake Bay, but my eyesight, including

I climbed the swim ladder, tired and covered with sea nettle welts, but proud of what I hoped would be a successful resolution of the engine problem.

myopia, astigmatism, and nascent cataracts, was also a factor. A far bigger problem was my inability to hold my breath for more than about 15-20 seconds. By the time I reached the prop, I was in dire need of fresh oxygen. The bay's famous stinging nettles were also adding injury to insult. Nevertheless, I found that the prop was covered with what I assume were barnacles. I was amazed at the paradox that I could fill my lungs so full of air that I could barely keep myself from bouncing off the bottom of the boat, but all that air allowed me less than five seconds of actually scrapping the prop on the occasions I was even able to get to it. That did not seem fair.

After about an hour and a half of effort, I was able to scrape the prop

to relative smoothness. I climbed the swim ladder, tired and covered with sea nettle welts, but proud of what I hoped would be a successful resolution of the engine problem. Sure enough, a few minutes later, we motored out to the bay under our normal RPM and speed. Another boat challenge met and completed. I learned yet another lesson from *Romance*--a boat, like a relationship and many other things in life, must be used and maintained or it becomes encrusted with hard, nasty things that spoil all the fun.

PS—My wife proofread this article and said that, no, my stories were not “fascinating tales.” They were, in fact, boring. —David Allred

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CATALINA 30/309 INTERNATIONAL ASSOCIATION

Way To Go, Milwaukee!



C30/309
Association Editor
Michael Dupin

Special thanks to Rod Worrell for submitting this article. **–Mike Dupin,** Catalina30@yahoo.com

“Let’s do that again,” shouted Hazel. “That was fun!” Her enthusiasm captured the spirit of this

year’s International Catalina 30 /309 Association’s National Regatta held on the shores of Lake Michigan. It was hosted by Milwaukee’s long-established South Shore Yacht Club on August 27 to 29, 2021. This marked the 47th year to hold our Association’s National Regatta!

You see, Hazel is barely 5 years old, but her love of sailing is carefully being planted at this early age by her parent’s, Bruce and Elise Uphoff, who, together with Jason and Amy Valerius’ young family, recently purchased Yeah Buoy, their vintage 1979 Catalina 30, hull number 1505. Their families also include sons Rhys, Hugh and Emerson. All were aboard Yeah Buoy as she competed for first place in the Cruising Class against Lone Gull, My Darlin and Navigo. Two consecutive days later of five races, Yeah Buoy earned second place – pretty good for their first time to take her into a competitive race!

The successful work and preparation for this year’s event was not by chance. On behalf of the SSYC, Cara Gaitens, first accepted the Association’s invitation in 2019, to produce and host the regatta in 2020, but two things happened. An uncommon, intense winter storm caused major damage along the western shore of Lake Michigan including the harbor, docks and club facilities at South Shore Yacht Club, which eliminated their summer 2020 racing season. Second, Covid 19 shut the Club down. Not giving up, the Association’s Chief Measurer, Matt Bombery, regularly stayed in contact with Cara promoting the SSYC to host the National Regatta for this year and it worked!

Cara assembled a team of over 30 volunteers and their effort paid off.

Favorable winds in the 15 to 20 knot range made conditions just right Saturday morning as the C30’s pushed out about two miles into the lake from the club for their races.



Spinnaker Class:

- 1st – *Rag Doll* – Peter & Judy Reiske, son Scott, grandson Jack
- 2nd – *Adventurous* – Kevin & Angel Wilcox, SSYC’s commodore, Peter Engel
- 3rd – *Meltdown* – Mike & Mary Emery

Jib and Main Class:

- 1st – *Terrible Two’s* – Tommy Vibbert
- 2nd – *Odyssey* – Cara Gaitens and her all female crew
- 3rd – *Cool Change 4* – Bob Cooley
- 4th – *Second Chance* – Steve Smiley

Cruising Class:

- 1st – *My Darlin* – Toni Buck, Karly, Susan, Jan, Peter & John
- 2nd – *Yeah Buoy* – Jason & Amy Valerius, Bruce & Elise Uphoff, Rhys, Hugh, Emerson & Hazel
- 3rd – *Lone Gull* - Brian Thompson
- 4th – *Navigo* – Steve & Carol Buck

For the Rendezvous:

- Esperanza* – Josh & Kate Norton, daughter Meg
- White Knuckles* – Tony and his wife

Eleven Catalina 30's registered for the races. Several others sailed in for the festivities. Friday afternoon, the guest dock was all Catalinas. The club's Race Committee, led by PRO John Archibald, conducted the skippers meeting, clarified any questions from the gallery of sailors, particularly the rule of rounding the mark at the finish line and their use of "Bots" as markers defining the course. Reinforcing the City's historic fame, beer and brats, along with other tasty side dishes prepared by the Club's many volunteers, were feasted on as the evening social time gained momentum.

Favorable winds in the 15 to 20 knot range made conditions just right Saturday morning as the C30's pushed out about two miles into the lake from the club for their races. The course was determined, the radio-controlled Bots were "planted" and in time, the gun was fired for each Class. Spinnakers were first to cross the line. Jib and Main next, followed by Cruising.

Reports of several challenges for best positions off the line and around the marks were highlighted later back at the Club. While off shore, SSYC member, Jean Wolfrum, aboard Nick and Monica's *Thirsty Whale*, recorded the action on her cameras for us all to see later that evening.

Another regional culinary homage, roasted corn, still in its husk, cooked to perfection on a custom revolving gas-fired roaster, was the focus of the Club's Saturday night dinner. However, the earlier 15 to 20 knot winds turned into a large rain storm in the early afternoon, knocking out power for much of the south Milwaukee area. Still, many racers and all club members were fortunate to take advantage of about half of the 300 or more ears of corn that had come off the roaster before the power loss. That was okay, the remaining fresh, just-picked corn was distributed to many takers to cook later at their homes. As a contingency, the grills were once again fire-up and soon, more brats satisfied our appetites. Yes, the sun came out, all was well.

Walking the dock found Cara and some of her team still hanging-out in the cockpit of her Catalina 30, *Odyssey*. Cara was holding a large bag of ice to her forehead. This wasn't a typical headache. Wouldn't you know – on the course, gearing up for the first race, *Odyssey* didn't quite have a jibe, but the



Winner Spinnaker Class – *Rag Doll*



Winner Racing Class – *Terrible Twos*



Winner Cruising Class – *My Darlin*

CATALINA 30/309 INTERNATIONAL ASSOCIATION

(continued from previous page)

boom thought so and quickly swung across the cockpit and instantly hit Cara hard on her head before she could duck. Fortunately, she remained conscious. Her all-girl crew included a medical nurse who treated her. “I sure hurt, but I’m okay” said Cara to her team. *Odyssey*, not caving, pressed into racing mode, coming into a three-way tie for first place in the end amongst the Jib and Mains. The Racing Rules eventually determined Terrible Two’s as first, *Odyssey* second and *Cool Change 4* third.

Sunday, all the boats finished with the morning’s two races and were back in. The Race Committee tallied

the scores as we enjoyed more of the flavorful brats. For all of us, raffling the assortment of prized gift baskets (special thanks to the many Regatta sponsors and their variety of kindly gifts) became our crowd’s entertainment. Soon, the International Catalina 30 Association’s 2021 National Regatta winners were announced.

Cara’s organizing team out did themselves for trophies. All Class winners, first, second and third place, were each awarded finely finished Catalina 30 half hulls on walnut plaques with engraved race positions and event title! Who wouldn’t be proud to have

one of those? The Association’s even larger half-hull Perpetual Trophy boards, originally gifted to the Association by the late Frank Butler, are heavily ensconced with brass engravings of the previous year’s winners. Each of this year’s first placers are privileged to possess, show-off and be care-takers of these venerable half-hulls for the next year until our 2022 National Regatta occurs.

As every organizer of past regatta’s well knows, the success of the event is only possible because of the untiring support of a strong ground crew. Special thanks to South Shore Yacht Club for hosting the regatta, Club members



Cookie Mueller, Betty Belville, Parker Gaitens, Ed Holshnach, their terrific bartending crew and Kate Newton, the Club's general manager. Gary Hendrickson, up from Racine, was our weekend's site judge.

The fabulous give-a-ways of Tom and Debbie North Sails, Pirates Lair, Veronica Roberts, Kristen McCall, Mount Gay Rum, Patty Pritchard Thompson and Chill On The Hill Milwaukee, Mark Ernst, the Club's Queens Cup committee and more are recognized and appreciated.

Max Munger, *Shermax* #2276 and Rod Worrell, Dixie, #1337, both Board Members, represented the International C30 Association along with their wives, Sherma and Lucy, participated in the regatta.

The very first Catalina 30 was launched in 1974. 2024 is just around the corner and will mark the 50th anniversary of the hugely popular Catalina 30 design. Nearly 6,500 hulls were built spanning 30 plus years! Mark your calendars for her 50th Anniversary Celebration. Beginning now, planning is in the works. All C30 owners and friends of C30's are invited to contact Rod Worrell, worrellrodney@gmail.com to become involved. The location is still to be determined – San Francisco, you know that you are the original Fleet No. One! What do you say?

Chicago – we heard you're wanting to host our 2022 National Regatta. We will be in contact. Along with next year, the Great Lakes region has done a wonderful job of hosting all of the

annual C30 National Regattas since 2007. West and East coast fleets, your presence to equally host the regatta is wide open. Contact either Max Munger, maxmunger@verizon.net or Rod Worrell, worrellrodney@gmail.com to put your hat in the ring. Milwaukee – thanks for a great event! –**Rod Worrell**, Dixie #1337 TRBS, Fleet 10, Gulf Coast, 2006 host of the National Regatta

All photos were taken by **Jean Wolfrum**.
More photos are available at Jean-wolfrum.pixels.com



CATALINA 15 NATIONAL ASSOCIATION

C15 Summer Racing 2021

Huntington Lake never ceases to amaze me. This year Ole Eichhorn and I again sailing his boat, “It’s the Water Too” were in for a real test for boat handling, wind reading, patience and perseverance. Things were mostly normal on Saturday, get a good start, sail to the Boy Scout camp and tack. From here you read the shifts as best as you can and slowly soften up the sail trim as the velocity begins to drop on the way to the weather mark. Then on the way back things build back up again. Lots of fun and exciting rounding the leeward mark and fighting for that good finish.

Then came Sunday. Okay strap everything down and hang on for dear life. If you can keep the pointy end up, good going. BUT wait, mother nature has a few tricks up her sleeve. Yes, the wind usually drops as we go toward the weather mark, but STOP, oh my, what now? The boats on the far right had a little wind from behind, spinnaker poles out?? The boats on the far left were moving pretty good on Port tack going to weather?? Whoa!!!! To make matters worse, because of the almost no wind, the faster, bigger boats slowed down, and the smaller size fleets caught up to the mark and now we were all rounding

together trying to get some clean air and head home.

BUT wait the worst is yet to come. As the fleets all moved down lake, the wind built, NO increased, NO we are talking hurricane, a sloid 20 to 25 with gust to 35 plus. Survival at all costs. I personally could hardly wait to get back to the dock, DROP the sails and take a deep breath. Ah Huntington, always fun but sometimes a real challenge!

–Jim Holder

Okay strap everything down and hang on for dear life. If you can keep the pointy end up, good going. BUT wait, mother nature has a few tricks up her sleeve.



Photos by Bob Schmalte and Greg Burk



Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	Total	Pos
1	3699		0	David Rumbaugh	Lake Washington SC	1	1	1	1	1	5	1
2	3627		0	Vincent Paternoster	SCCYC	3	2	2	2	2	11	2
3	2150	It's the Water, Too	0	Ole Eichhorn	WLYC	2	3	3	3	3	14	3
4	3538		0	Adam Quest	Lake Washington Yacht Club, Sacramento	4	4	4	4	4	20	4
5	1	Gran Ol Gal	0	Charles Quest	HMBYC	5	5	5	5	5	25	5
6	3698	n/a	0	Ray Sereni	Lake Washington Sailing Club	12/DNS	7	6	6	7	38	6
7	3667	3667	0	Dale Gordon	Lake Washington Sailing Club	6	10	8	9	6	39	7
8	3664	Shamwari	0	Lucy Gillies	Half Moon Bay Yacht Club	12/DNS	6	7	7	9	41	8
9	311	#311	0	John Eurich	Half Moon Bay Yacht Club (HMBYC)	12/DNS	8	9	8	8	45	9
10	283	Hipshot	0	Marc Arseneault	Half Moon Bay Yacht Club	7	9	10	12/DNC	11	49	10
11	1311	Independence	0	Carl Hage	Half Moon Bay YC	8	11	12/DNS	12/DNC	10	53	11

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PHOTO OP:



Three majestic C470s at a mini-rendezvous near Solomons Island, MD. C470s Ayewash, Serendipity, Dracarys. Photo by Andy Uribe.

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