



CATS CAN

Newsletter of the Clinton River Catalina Association

Founded 1988

March/April, 2004

Calendar

Social Event

Commodore's Ball: Mar 27
(See page 3 for more information)

Cruising Schedule

Windsor: Jun 5
Metro: Jun 19
Radlins (Thames River): Jul 3-4
Belle River: Jul 10
Cove (Thames River): Aug 7
Raft-Off: Aug 21
Windsor: Sep 4-5
St. Claire Light Day Sail: To be scheduled

Racing Schedule

Skipper's Mtg. - Apr 22 - Watch e-mail for info.
Tune Up Race - May 13 - 6:55pm
Fun Race - May 15 - 10:55am
Spring Series Fall Series
Race #1 - May 20 Race #1 - Aug 5
Race #2 - May 27 Race #2 - Aug 12
Race #3 - Jun 03 Race #3 - Aug 19
Race #4 - Jun 10 Race #4 - Aug 26
Race #5 - Jun 17 Race #5 - Sep 02
Race #6 - Jun 24 Race #6 - Sep 09
Makeup - Jul 01 Makeup - Sep 16
All Series Races Start at 6:55pm.

International Regatta - Sep 11

2003 CRCA Officers

Jack Creed Commodore 248 623-0628
Mike Bracket Vice Commodore 586 263-1769
Janet Creed Secretary 248 623-0628
Deanna Lundy Treasurer 586 228-5864
Ken Bousum Member-at-Large
And Club Resource Coordinator 586 954-2727

2003 Committee Chairs

Paul Kurkowski Constitution 586 675-8211
Gayle & Eric Locke Cruising 248 526-9686
Jack Gray Racing 248 656-0947
Bill Lundy Membership 586 228-5864
Gae & Ted Wing Newsletter 248 373-5463
Pat Morell & Social 586 786-1673
Sandy Bousum Social 586 954-2727

Commodore's Corner

Jack Creed - Commodore

The Crew of Flying Duchess has been doing some winter Cruising by plane, train, bus, ship and car. We left the country for the smaller latitudes via plane, which started with a car ride in a blizzard to Flint. We boarded a tiny plane for a ride to Atlanta. After arriving in Atlanta we needed to take a train just to get to the departure gate for a very big plane to get us to Miami. Docking at the Fairfield Inn in Miami for the night to catch our flight to St. Martin in the morning, the crew sampled the local fair (Cuban). I got food poisoning and spent the night with the porcelain doll, all the time thinking that I am going to spend my vacation in Little Havana because I can't leave the latrine. Well, thanks to the miracle of modern drugs and sea bands I ebbed the flow in time to get on the plane for the ride across the Caribbean Sea to reach our destination. I began to feel better by the hour as soon as I got the moving deck under my feet.

The fun part of the Cruise started on The Star Clipper, a four-masted barquentine, which stopped at a different beach every day while the sun gods shined on us. On the beach the ship provided dingy sailing, snorkeling, banana boating, kayaking and water skiing. This is a cruise ship, not a working boat, so the meals were too good and you ate just because it looked so wonderful.

After a week of fun in the Caribbean we had to return home. The route was a little different and instead of a train in Atlanta we got to ride on a bus to get to the departure gate in Kentucky. I knew the holiday was near an end when we arrived in northern Kentucky with that white stuff on the ground and me in my sandals. Back to the real world.

Well, the boat bottom gets wet in 2 months, with a lot of boat projects to be done prior. See you at the Ball.



The Social Review

Pat Morrel & Sandy Bousum

By now everyone has received the invitation to the Ball. Please be sure to send in your response as soon as possible if you haven't already.

I would like to remind everyone that signed up to obtain door prizes to please do so and bring them to the Ball if you are attending. If you will not be able to attend, please contact me to make arrangement. As always, it takes everyone to pitch in to make the Ball a success.

Thanks in advance for pitching.

Pat Morell "*Bittersweet 2*"
Sandy Bousum "*Stinkin' Gringo*"

CRCA, the Sailing Resource

At the January Board meeting one topic of discussion was how the club could attract and retain new members. It was agreed that current club member's many years of sailing and Catalina experience was a major asset. Most of us wouldn't hesitate to call a fellow member and ask questions, but what if you're new to the group? Who would you call? Would you call at all? It was suggested that a resource person be designated to help new members find an appropriate mentor. Ken Bousum volunteered to be the club resource coordinator.

Ken will be available to help members connect to others who can assist with a particular question. Say, for example, new members George and Sally are also new to their 198X boat. Ken will find a club member with a similar boat to work with them. Help could include; checking rigging, going for a sail or just giving pointers on Lake St. Claire and Clinton River boating.

So, if Ken calls on you, take it as a compliment and try to help. Participation is certainly not mandatory but those at the January meeting agreed it could be a pretty enjoyable experience.

More about the Star Clipper

Ted Wing

The Bear Paws crew joined the Flying Duchess crew on the Star Clipper cruise. We agree with Jack (see Commodore's Corner) that it was a great trip. I thought I would relate some things I particularly liked about life aboard this ship.

The top thing on my list was informality. There were no formal diners (you were asked to wear long pants but I don't think they would have evicted you if you didn't.) Compared to to packing and wearing a tuxedo or dinner jacket, this was great.

Next on the list was accessibility of ship and crew. You could wander the deck just about anywhere and talk with officers and crew whenever they were around. I helped raise one of the sails by hand. It took about 15 of us 3 or 4 minutes to do it (the crew had electric winches to use when there weren't any crazy passengers available.) The captain held a couple of 2 hour lectures on sailing and sail history that were really interesting.

Another plus was incidental pricing. In the first place there wasn't much, and second, what there was was quite reasonable. Drinks were about the same price as you would find here in an ordinary bar. Even laundry was quick and inexpensive, really unusual for a cruise ship.

Continued in next column

From the Poop Deck **Seaworthy Ideas and Stuff**

Paul Kurkowski

Ahoy mates, happy almost spring. It has been a long cold and snowy winter. I cannot wait to get back in the boat yard. Now I know that I'm not the most energetic person you may know. However, prepping the boat for another season of sailing seems to make my spirit soar. Ah, the smell of cleaners, wax, polishes and paints to me, like the line in the movie, is the smell of victory. The gray skies and the short daylight days will be behind us. The warm breezes of long sunny days will be just over the horizon. I will feel whole once again.

Have you seen the latest edition of Mainsheet? There is an article written for the 34s regarding forestay (and backstay) tension. I think it's pretty good. I read it three times. After you get through all the trigonometry and drawings, the author finally says he set his backstay for 600 lbs. and had a great sailing season. How he figured out where the 600 lb. mark is on a Loos gauge is anybody's guess. Now, if you have a 30 all ya gotta do is: compute the T3 which equals $T1 + T2 \times (F1\sin + F2\sin) \times C$. See it's simple. On my Loos gauge that means the pointer should be @ Arnold Schwarzenegger for a perfectly square rig.

A second article was written about the ICA30 Nationals we sponsored last season. It's a very nice article by an unknown author, perhaps the ghost of Nationals Past.

Finally, as reported in Sail magazine, comes the story from Portsmouth England of the worlds largest sloop.

At 247 feet LOA with a mast height of 290 feet this colossal mega yacht can be chartered for twelve persons for a mere \$250,000 per week. Why was this ship built? "Because they could."

Hope to see you All at the Ball.

Casting off all lines. Color me gone.

Paul Kurkowski "*Space Hunter*"

Membership Report

Bill Lundy

Hello out there, you are out there, aren't you? So far we have 20 '04 members. I hope you haven't all moved to Fargo. It's time to send in your membership application and dues. In this issue you get a preview of events planned for Spring and Summer, won't you please join us? Hope to hear from you soon.

Sincerely,

Your friendly Membership Chairman

Bill Lundy - "*Deanna J*"

Star Clipper (cont.)

I also appreciated that when you went ashore in one of the delightful little towns on these windward islands, you were not part of an influx of several hundred tourists as you might be if on one of the giant ships.

This was a Jazz music themed cruise and the band that played each night was quite good. The band also held seminars if you wanted to sing jazz style or play drums. All in all, it was a most relaxing and enjoyable way to spend a week in January.

Ted Wing - "*Bear Paws*"

Cruising Corner

Gayle & Eric Locke - Cruise Committee

Spring is just around the corner and it's time to start making your reservations for the CRCA warm, summer cruises. Use the enclosed **2004 Cruise Reservation Form** to secure your spot.

To fill out the form, just check off cruises you want to attend and send the form to us along with your deposit checks --

a separate check for each cruise.

The checks are a deposit only. When you get to the marinas, you sign in and pay them. Your deposit check will then be returned to you. If you don't show, the check will be cashed, because marinas charge the club for the reservation. The exception is Metro Beach -- those checks are cashed right away, because the club has already paid for the reservations. Contact us if you have questions.

The following cruises and events are scheduled:

May 15, 2004 Fun Race and Picnic

See enclosed entry form for race details.

Picnic at Markley Marina - Check May Catscan for time.

Saturday, June 5, 2004

Windsor (Lakeview Marina)

(CONFIRMED - 15 Boats)

Cruise Leaders - Bousums 586 954-2727

Morells 586 186-1673

Saturday, June 19, 2004

Metro Beach

(CONFIRMED - 12 Boats)

Cruise Leaders - Kurkowskis 586 675-8211

Lauricellas 586 948-3631

Saturday, July 3 and Sunday, July 4, 2004

Thames River (Radlins Marina)

(CONFIRMED - 10 Boats)

Cruise Leaders - Posts 586 412-7864

Saturday, July 10, 2004

Belle River - (Belle River Marina)

(CONFIRMED - 15 Boats)

Cruise Leaders - Creeds 248 623-0628

Lundys 586 228-5864

Wings 248 373-5463

(Sunsplash Weekend, It could happen this year.)

Saturday, August 7, 2004

Thames River (Cove Marina)

(CONFIRMED - 17 Boats)

Cruise Leaders - Smith's 248 553-3162

Saturday, August 7, 2004

Dinghy Cruise and Raft Off

Cruise Leaders - Gayle & Eric Locke 248 526-9686

Saturday & Sunday, September 4 & 5, 2004

Windsor (Lakeview Marina)

(CONFIRMED - 15 Boats)

Cruise Leader - Joe Jenosky 244 299-2396

Saturday, Sep 11, 2004

International Race and Dinner

Additional details for all events will be provided later.

Gayle and Eric Locke, "Knight'n Gayle"

Catalina 30 Bilge Repair

Jack Gray

The reason for the original repair is to fix a design and manufacturing deficiency that is common to Catalina and other boats made before 1994. The use of plywood and later white oak beams as a structural spacer between the layers of the hulls keel base and bilge was a good practice in concept. However, usually inadequate steps were taken to encapsulate the wood to prevent the intrusion of water. The thin layer of only gel coat on top of the beam was particularly a problem. Fiber glass over the beam to add strength to the system was really needed and better sealing of the keel stud holes was usually not done. The problem is only exacerbated in our area of the Great Lakes because most owners dry dock their boats during the winter subjecting the system to thermo cycles.

The problem symptoms are seen at the joint between the keel and hull when the boat is in dry dock. Water weeps out of cracks causing a weakness in the outer surface structure. Pieces of surface material can be loose and fall out. The condition is demonstrating a water path from the bilge. The boat owner seeing the Catalina smile, typically tightens the keel hex nuts. This helps temporarily, however, since the spacer is wet wood, it will compress a lot more. This cracks open the top layer of gel coat and fiberglass in the bilge even more allowing water to soak the spacer. In advanced cases, spider cracks form around the hull and keel joint along their entire exterior surface. Eventually as the wood rots, the keel can fail or a least shift in certain circumstances. This will undoubtedly occur at the wrong time. So for a few hundred dollars and a little labor, the problem can be fixed avoiding a future difficult repair.

The Repair

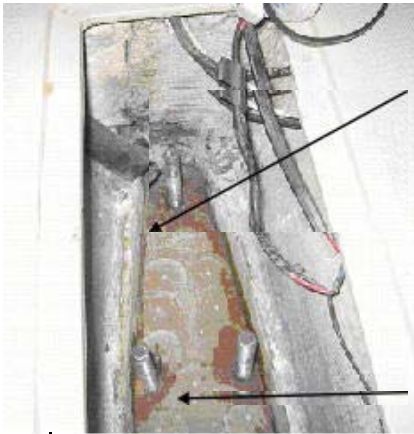
The first step is to remove the top layer of gel coat and fiberglass. This can be best accomplished using a high speed Dremel cutting disc. Cut a perimeter just prior the curve of the side wall at the base of the bilge and remove the top layer of material in sections. It will easily delaminate with a wood chisel. Next use a 2 inch Forstner bit to remove the oak spacer. You can get very close to the hull fiber glass and remove the rest with a wood chisel. Use several size chisels to remove the rest of the wood. You may have to get a little creative in the hard to get places with a combination to drills and Dremel cutters. Think of it as an act of love.

I have decided to put back a 7/8 " thick White Oak spacer plus a triple thickness of mat and Roving below and above the spacer. I will be using Epoxy instead to polyester. It is stronger and more moisture resistant. I plan on using a filler to make a peanut butter consistency slurry to fill voids and the perimeter of the white oak spacer.

Also "over drill" the holes around the keel studs. The entire structure will be about 1 3/8 inches thick. This is in comparison to the original 1 1/2 inch spacer and 1/8 thick fiberglass and gel coat. The spacer will be entirely encapsulated with epoxy.

I plan on doing the repair in two steps for the epoxy work. It is very important to wrap the studs with a Teflon tape before the job is started. This allows the keel studs to be tightened when the job is complete. The next step is to first lay down the fiber glass mat and roving combination. That's the way it is sold up here these days. I will also set the spacer and fill in the perimeter and holes around the studs. After a one day cure I will wipe down the epoxy with water and then sand it a little and vacuum it up.

Bilge Repair, continued



Dremel the side wall at the curve of the bilge side wall, remove top layer in sections to expose the wood.

With the wood removed, the keel studs are fully exposed. You can see the witness marks left from the forstner bit.



What we found

Of course the purpose of pulling the engine was to get at all of the aft wood from the bilge spacer. The plan was the replace all of the motor mounts just based on the 1987 vintage of the boat. To our surprise we found one the motor mounts totally loose. It was sliding all over the place. It would tighten up, however the mounting holes were totally soaked with oil and water. Also there were several cracks in the support struts. At this writing we are planning to drill out all of the mounting holes until we have all good wood. We will then fill in with epoxy and drill new holes for threaded studs replacing the lag bolts entirely. The motor mounts themselves were totally shot. These are the original single center bolt style. For simplicity purposes I will be replacing them with the same design. They were \$70 each at the local marine store.

All sounds like great fun, doesn't it?

Jack Gray, "*Lady Godiva*"

Now we're ready for the final three layers of mat and roving. It's important to soak the fiber glass until it's fully saturated but don't leave excess material standing in a puddle. Also it's important to set the washers flat and square in the fiberglass. This means running the nuts down to contact just to set the washers properly.

Oh by the way, to do the job properly, the engine needs to be removed to get the spacer wood removed in the aft 15 inches of the bilge. Also remove the space material under the mast support. Replace this material with epoxy and filler paste. Since you have the engine out, it is a good idea to replace the motor mounts. This is the tricky part of the job that takes a little patience to get the alignment right.

Pulling the engine

To start with, make sure you have a set of long handle open end wrenches 3/8 through 3/4 inches. Secondly you need multi-colored markers, note cards and zip ties. You will need 2 - 3ft 4x4 and 3 - 4ft 4X4's. One of the 4 footers is for over the companion way to pull the engine and the others are for blocking the engine on the galley inner liner support. Use a \$15 "come along" puller to actually lift the engine.

Now start color match marking all of your wires, hoses and cables. Use zip ties and cards to create detailed name tags. This will be a great help when reconnecting everything as you reinstall the engine. It will also help you understand how everything works.

CRCA Racing

Enrollment forms for the Fun Race and for Spring and Fall Series are included with this issue of Catscan. The forms can also be found on the club web site. Please fill them out and send them back to Jack Gray along with your entrance fees.

CRCA Web Site, www.crcasail.org

Want to check something you read in a past catscan issue? Maybe you need a copy of a race application form. You can check the CRCA web site. There will be more and more content as we become familiar with what can be done and how to do it. The site also provides the opportunity to set up your own e-mail account or use ahoythere@crca.org to send a message to the whole club. Check it out! And the next time you see Erv Zimmerman, thank him for all the work he put into the site.