



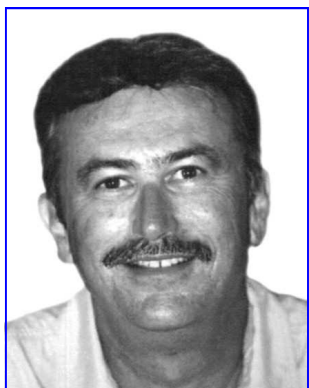
The e-Newsletter of the Catalina 36/375 International Association

[www.c36ia.com](http://www.c36ia.com)

A non-profit association dedicated to helping Catalina 36 and 375 owners operate and maintain their boats.

## Commodore

Chic Lasser [classer1@rochester.rr.com](mailto:classer1@rochester.rr.com)



Well *Spendin Time* is put to bed and by the time you read this I will be in FULL SKI mode. Having just retired, I am looking forward to doing the things I enjoy doing and not having to manage my time to achieve my goals.

First on my list is to head to Colorado for an extended period of time to ski.

Been dreaming of this day for so long, and for it to finally come to fruition is mind boggling. Just completed my level one Avalanche Course and done my shopping for gear, so off we go and the next great adventure begins,

My wife says I can't stop smiling since retirement and you know she is right, My face hurts!!! My only hope is that it is half as good as I have dreamed it would be for forty years.

Which gets you thinking, why do we put off our dreams till the end. I have long be a proponent of working till 40 then retiring for 10 years before going back to your career till you can't work any more. But that idea has just not caught on yet. I have been blessed with the ability to do things while working but never seem to get them done.

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As we age our ability to do them decreases either from a financial or physical perspective and then like so many others we just let our dreams drift by the way side. Not ME!!!!!! I may not live to be 70 or 80 or 90 but heck I am going to do the stuff I want now before it's to late. Like I tell my family and friends, I'm going for it now; you may see me as the Wal-Mart greeter later but what the heck.

My message this issue is to do things you want now, not later. Life is too short and you only go around once. So if your dream is to cast off some lines and sail, Do It! if it is to travel Do It! if it is to move down south DO IT! and if it is to Ski your butt off DO IT! See ya' in the spring!!!!

**Chic**

## C36/375 OFFICERS' REPORTS

### Vice Commodore

Sean McGuckin [smcguckin27@comcast.net](mailto:smcguckin27@comcast.net)



Hello all. Hope your Thanksgiving holiday was as good as ours. One thing I hope you are all grateful for is the strength of our association. A key to our success is our members and some good news is that our membership numbers have stabilized and in fact

are back on the rise. No doubt part of that is due to your efforts to make sure friends and acquaintances know of the association – well done.

I'd also like to ask every one of you C-36 owners to take a look under your chart table top. About two years ago we set off on a mission to get a label (as shown below) out to every member and asked them to put it on the chart table top in the hopes that when you pass your boat along we would have something for the new owner to tempt them to find out about the benefits of joining the association.



INTERNATIONAL  
ASSOCIATION

[www.C36IA.com](http://www.C36IA.com)

Your one source for  
information to sail  
and maintain your  
C36!

#### C36IA Members have access to:

1. JibSheet E-Magazine
2. Mainsheet Magazine
3. Vendor Discounts
4. Online Reference Manuals
5. Technical Notes CD covering the past articles of interest
6. Personalized Tech Support to solve problems on both the MkII and MkII models
7. Free Classified Ad postings
8. Specialized Tool Borrowing, saving members thousands of dollars on do-it-yourself projects
9. Dozens of searchable upgrade articles on an outstanding website
10. E-mail list server
11. Forums/Message Board

I still have a few of these left and if your boat doesn't have one send me an email

([smcguckin27@comcast.net](mailto:smcguckin27@comcast.net)) with your postal address and I'll drop it in the mail.

I also would like to encourage each of you to go to the website and print a copy or two of the "why join" flyer. Keep them on the boat to share as you travel, post at marinas, drop them at dealerships. Together we can find the boats that are not members and encourage them to get aboard.

Lastly some good news for our 375 owner members, I have it on good authority that Tom Sokoloski has been working hard and the 2011 version of the tech notes CD will include information relevant specifically to the 375 owners - a great addition to our offerings.

Wishing you all a safe and joyous holiday season,

Sean

### Membership

Laura Olsen [safetsuper@gmail.com](mailto:safetsuper@gmail.com)



Reflections on the journey, thus far

I have been a Catalina 36 owner for three years and the Membership Officer of the C36/375 International Association for nearly one year. I have tried to learn as much as possible about our organization and our boats along the way. I have garnered a ton of C36 and boating knowledge and made some great friendships as well. I'd like to share some thoughts which I hope will benefit and inspire other members to learn, share, and serve our fellow members and this great association.

When we bought our boat, I knew nothing about diesel engines, shore chargers, roller furling, or

On the cover: *Tranquility* at anchor, Isabel Bay, Desolation Sound, BC,  
Home port: Port Orchard, WA

## ***C36/375 OFFICERS' REPORTS—Continued***

prop walk (more on this item in some other article- it is a topic unto itself- just ask ANYONE who has docked a C36 the first time). I did not yet have a full appreciation of how great a boat the C36 is, nor could I have predicted how beneficial membership and C36 camaraderie would be. Up to that point, I had never owned or even sailed on a 36 footer, so it was a big step in many ways.

The idea to “up size” started with a visit to the local gas station. The station owner (and my Admiral’s buddy), Dave, struck up many conversations that started with “you need a bigger boat”. Each time my husband or I stopped in, Dave poked away at the idea with a mischievous grin. Dave offered advice and saw money as no object with the simple philosophy: “It’s just a matter of moving money around, making some adjustments, right?” Easily said by the gas station owner with gas prices at nearly \$4 a gallon at that time!

I should mention that the boat we owned at that time was a Buccaneer 240. How we got that boat is a story unto itself. Although it is described by some as a “water Winnebago” or “the Clorox bottle with sails”, we got it dirt cheap and it served our family well for many years. However, one look at the “lines” of the Buc240 and the reader will fully understand our temptation to “move some money around” and eventually purchase “new lines” and in particular, the C36. Thus began our search.

Not long after the haranguing at the gas pump started, we happened to see our marina neighbors, Capt. Virgil and his mate, Ginger, coming down the dock. A conversation about “that bigger boat” came up. This couple had recently purchased a 41 foot Hunter. They mentioned their broker, Tony, and encouraged us to contact him if we were going to consider a bigger boat. Hmm, looking is free, right? Well call we did and a few weeks later we were boat shopping!

We really had not fully analyzed our buying range yet, but Tony met with us and showed us several boats. Due to our novice level experience with boat sizes, a Hunter 356 that we took for a test sail seemed like a major upgrade to us. All those cool instruments and wait.... a wheel instead of a

tiller- this looking stuff was fun!

Our marina neighbors obviously had a positive opinion about their Hunter and probably why Tony initially showed us that boat. However, Tony had also sold Catalinas for nearly 20 years, so he was quick to turn our thoughts to a C36 he had just listed. It would be “the beginning of a beautiful friendship” (with both the C36 and Tony).

We went out to a marina along Frogmortal Creek (yes, that IS the real name) on a cold November 1st. We fell in love with “Peanut Butter Pie” at first sight. So much so that we thought first about how we could rearrange some finances, before we thought about how quickly reading up on John Vigor’s denaming and renaming ceremonies!

After a tour of her inside and out, we knew we were smitten! The lines, the room inside, that glorious 6 foot cockpit to stretch out in and we had not even sailed her yet!

As we left, I noticed a boat called “Dave’s Dream”. I laughed to myself and thought we could call “our” future boat “Dave’s Fault”. NOT!

Now that we had chosen our dream boat, I instantly went into research mode. I had to know LOTS more about this C36 and right away. Three days before we settled on our “Miramar”, I discovered the C36IA in an internet search and signed up for a 3 year membership in order to get the Tech CD.

As the mechanic on the boat and starting from scratch to know the “suck” and “blow” of a diesel, I knew I was going to need lots of resources. All those resources and more, I found, were a few clicks away at the C36IA (now C36/375IA).

Whether you are a hands on mechanical type like me, or you just need to know enough to keep your boat yard mechanic honest, the reference materials IMMEDIATELY available to members is well worth membership. SPECIAL ANNOUNCEMENT: We now have all three owner’s manuals (including the 375) on both the website and the Tech Notes CD. (special thanks to past Commodore Tom Sokoloski and Webmaster Alex Lynch). For me,

## C36/375 OFFICERS' REPORTS—Continued

as a brand new owner of a 1989 C36, the benefits of on-site members access were obvious!

The next benefit of membership became evident in the Forum section. I was amazed that no matter how many novice questions I asked and what time of day I asked them, I nearly always had one reply within minutes or hours. The time and money that saved me in first learning about our boat has paid for the membership times fifty over. In addition, the projects by other members have inspired ideas or saved me from making some huge mistakes.

The camaraderie of the membership was present in every reply. Not only were these folks helpful, they provided the information with respect, humor, and genuine caring for a fellow member. Many sailors can relate to that bond, but among our C36/375 group, it is really exceptional, in my experience. You are all like an extended family to me!

I have also actively participated in the group email site, which seems to be comprised of a smaller group of very lively and active members. As much as I enjoy the banter among that group, I recently became much more active in the Forum part of the member site at the suggestion of fellow member and technical guru, Larry Brandt.

The Forum has the added benefit of a search feature to help members find the exact information quickly and over a long history (special thanks to Larry Brandt for continuing to point this out as an important benefit).

In summary, the value of a paid membership is worth thousands, if you are looking for unmatched technical knowledge, unwavering support, and unbeatable value. The camaraderie and friends you will find: Priceless.

I wish all of you a happy and joyous holiday season (Merry Christmas too!). Now I need to go wax my skis and check the snow report!

**Laura**



Catalina 36 International Association

### JibSheet Editor

Duane Ising [duane.ising@comcast.net](mailto:duane.ising@comcast.net)



As I write this, I am waiting for it to warm up a bit to put up the Christmas lights along our canal seawall and around our front palm trees. It is almost 70F, so I guess I can brave the "cold" soon.

Speaking of Christmas, my admiral is one lucky girl. She noticed that our manual head pump was not functioning on a day sail a few weeks ago, and when I checked it, the innards were deteriorated badly.

I elected to order a full replacement pump (Jabsco), but also took note that Jabsco makes an electric macerator/pump as a direct replacement. All you have to do is shell out \$230 plus the cost and effort to run the appropriate wire and fusing (another \$95, it turned out).

The result has not been tested with anything solid yet, but it seems to work fine. The only comment is that the noise level when activated is rather high. So, anyway, Merry Christmas, honey!

[Note: as JibSheet editor, it is embarrassing to admit that I did not even think to document the effort as a technical article. I guess the main reason was that it was a direct bolt-off/bolt-on effort, except for the wiring run, which is always "fun."]

Happy Holidays to all! We'll be enjoying much of ours on our boat, weather permitting, on a New Years Eve cruise with our cruising club in a few weeks.

**Duane**



## C36/375 OFFICERS' REPORTS—Continued

### Tech Editor Mk II

Larry Brandt [LBrandt@coastpilot.com](mailto:LBrandt@coastpilot.com)



### Haul-out Hassles

It's been two years and 8 months, and it's time.

I wanted to get the haul and bottom paint done on *High Flight* ("HF") before cold weather comes because I didn't want to worry about sub-freezing temps while

the boat was on the hard, without heat. We haven't even been near freezing yet this season (as I write it's mid-November), which is great for boats, paint, and people.

The Admiral dropped me off at the boat and I pushed back for my 4-hour motor to the haul-out. Such a warm, glorious day on Portland's Multnomah Channel, I kept thinking that the canals of France could not possibly be more beauti-

ful than this. I stood on the foredeck with the autopilot remote in hand, entranced by the smell of autumn's dry leaves and the visceral impact of the rich colors. The 'final approach' to the boat yard gave me a magical view of Mt Hood.

After a pressure wash, a quick inspection showed not one barnacle on the almost 3-year old paint, not one blister, no Catalina smile, and no blue bleed-through. 2,211.8 nautical miles ago, the last paint job put black over blue. So no blue showing through (except at the waterline) convinced me that Pettit Trinidad SR Hard is a super, long lasting paint for the Pacific Northwest.

The prop and shaft was another story, however. Look at the size of those barnacles on the S/S shaft, will you! HF was based in Bremerton, WA for a few months, and it's my theory that the 100+ years of toxic waste the shipyard threw into the bay has bred some mutant sea creatures. Some of these barnacles are larger than my thumb.

The zincs were gone and the prop also. I'll pay for that mistake with a new prop, my error of believing



The 'final approach' to the boat yard gave me a magical view of Mt Hood.

## C36/375 OFFICERS' REPORTS—Continued



**No blue showing through (except at the waterline) convinced me that Pettit Trinidad SR Hard is a super, long lasting paint for the Pacific Northwest.**

that because HF was so rarely plugged into shore power that it was immune from electrolysis. I usually leave the boat completely unplugged, and losing the zincs and prop makes me sure there is something about marina current flow that I don't understand. HOW do it do that?

The yard will install a Teflon packing, a new cutlass bearing, and the new 2-blade prop I am purchasing from Ken at Catalina. Why a 2-blade, my C-38 friend asks. Well, back when I used to sell airplanes, I knew that a 2-blade propeller on a Bonanza made for a faster airplane than a three-blade prop. Aerodynamics = hydrodynamics, right?

Anyway, I am a believer in two blades for a good reason, but the humiliating part is that I still have a lot to learn about zincs.

It's nearly time to put HF to bed for the winter. We'll wake her up around about next Jib-Sheet time.

Have a great holiday. Peace and Love.

**Larry**



**Look at the size of those barnacles on the S/S shaft!**



## C36/375 OFFICERS' REPORTS—Continued

### C375 Tech Editor

Francois Desrochers [fdesrochers4@sympatico.ca](mailto:fdesrochers4@sympatico.ca)



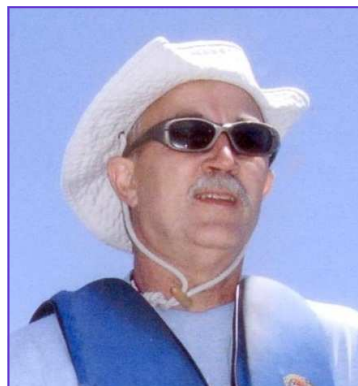
Keeping with my title as tech editor, I have contributed an article of one of my own projects—a boarding ladder.

I invite other C375 owners to send their tech articles and photos to me.

**Francois**

### Tech Editor Mk I

Steve Frost [SFrost@corpairtech.com](mailto:SFrost@corpairtech.com)



I am happy to submit for your JibSheet reading pleasure a technical article on crafting a hard dodger for a Catalina 36.

Enjoy!

**Steve**

## Boarding Ladder

By Francois Desrochers

Disclaimer: This is the procedure I used to make this installation. I am not trying to tell others how to do the installation, but rather just telling MY story. Others intending to do similar work must make their own judgments and decisions as to the suitability of any of the information presented herein. I make NO guarantees, and take NO responsibility for the decisions and actions of others. In all cases, each individual installer is responsible for his/her own actions, own skill sets, and own work practices.

Whenever we had to board or get off our C320, we would just stretch up or jump off. It did get tiring with luggage, or when jumping on to a narrow dock. Once we moved up to the C375, jumping off stopped being a sensible choice as the boat is so much higher off the dock. That is when I decide to make some sort of easily removable boarding ladder. The end result has been very good. We usually leave it in place even while sailing unless the weather gets too rough

The ladder parts are made of “starboard” material. It is very strong, does not rot or split. No maintenance is required other than cleaning.

Start by fabricating the side panel template. A PDF file of the side panel pattern can be found on the C36IA website. I made a Masonite pattern which I glued to a starboard piece using double sided tape. Masonite or MDF can be easily smoothed or trimmed just right. If something goes wrong, it is also much cheaper than starboard. Test the fit on your boat as there might be a need





for slight adjustments. The starboard piece can be rough cut to size, then a router with a pattern bit is used to trim to size.

The step and step support are about 16" long. The exact length is not critical as long as both pieces are of the same length.







All the pieces are screwed together using #8 x 2" stainless screws. Once you are happy with the fit of all the pieces, round over the external edges. Freshly cut starboard can be quite sharp. I used a 1/4" round-over router bit.

A 1" stainless tubing piece is used to span the stanchions. End piece rings are made of 1/4" material about 2.3" in diameter to prevent the whole assembly from sliding off the stanchions. I cut my rings on a lathe but they can also be cut free hand with a jigsaw. Cut the pieces as round as possible then drill a 1" hole for the stainless tubing.

Flag pole ends keep everything together on the tubing. Snap hooks and wire lanyards are used to prevent the ladder from going overboard if dislodged past the rings.



## Backstay Tensioner

By Greig Williams

Disclaimer: This is the procedure I used to make this installation. I am not trying to tell others how to do the installation, but rather just telling MY story. Others intending to do similar work must make their own judgments and decisions as to the suitability of any of the information presented herein. I make NO guarantees, and take NO responsibility for the decisions and actions of others. In all cases, each individual installer is responsible for his/her own actions, own skill sets, and own work practices.

After months of admiring my neighbor's C34 backstay tensioner, I decided to install one and add an extra dimension to windward sailing. I asked a rigger I casually met in a Vancouver marina where I can buy the 3-block assembly to pull the backstays together. "I just shackle three blocks around a ring" was his reply. Thus inspired, I made a materials list.

- 3 blocks, large enough to pass the 3/8 inch rigging stud thru
- 1 single block, instead of 4:1 downhaul, attached to chain plate shackle
- 1 Stainless Steel ring
- 2 3/8 inch shackles, to replace clevis pins on backstays
- 30 feet or so of 3/8 inch braid (run your line up long, trim to fit)
- Optional 3:1 downhaul with cam cleat

If your forestay is already very tight, some forestay slack may be required. This might entail some furler drum disassembly for access to forestay turnbuckle. This is a good time to check mast rake.



**Block at starboard side of transom**



Now loosen both backstay turnbuckles enough for a soft backstay. Unscrew one side completely, but leave the other attached! Remove the turnbuckle barrel and slide the backstay rigging stud (threaded wire terminal) thru one of the 3 blocks. Remove the clevis pin on the chain plate, replace with a S/S shackle, and screw the turnbuckle barrel back onto the chain plate stud. Take up a little tension.

Repeat on the other side, except before screwing the turnbuckle back onto the chain plate, run a tracer line thru the last of the 3 blocks. Once you pull the second turnbuckle into position, the three blocks will ride up high on the backstays, out of reach.

Now re-tension both backstays equally. Attach a single block to one chain plate shackle and a bowline to the other. Attach the tracer line to the end of your 3/8 line and pull it up high and thru the backstay, and down thru the single block on the



other side. Play with tension, tying the line to the pushpit railing as shown in photo.

You can use a downhaul purchase setup if you wish, but the shallow angle of the split backstays doesn't seem to require much force to harden the forestay. Replace and tape cotter pins in turnbuckles, and go sailing.

Play with forestay tension close hauled, harder for stronger winds. Forestay tension, halyard tension and genoa car position control the depth and position of draft in the headsail. Keeping the draft forward and shallow in stronger winds reduces heeling and improves windward performance, so it's more fun and more efficient to be close-hauled with a well shaped jib or genoa.

A couple of pointers borrowed from someone smarter than me.



### Shackle at port side of transom

Tight forestay = flat sail and fine entry  
Loose forestay = more depth and round entry

In smooth water the forestay should be tight, except in light air you need more depth...tension 25% of max. In chop, ease the tension for a rounder sail entry. It's easier to steer without stalling the sail. When reducing stay tension, ease halyard tension as well.

To adjust for MAX tension, sail with a #1 in 20kts. Start with a loose forestay, then sight up the forestay from the tack while crew steers and tensions the backstay gradually. When added tension no longer decreases sag, you have reached max forestay tension. Make a mark on backstay tension line to capture that point.

Use tighter forestay (flatter sail) when in smooth water, medium to heavy air, and when high pointing is more important than power/speed. Use a looser forestay in chop, in light air, and when speed has priority over pointing.

This is a cheap upgrade that adds another dimension (some might say complication) to our trim...

Try it!



## Hard Dodger

By Chris Cox (written by Steve Frost)

Disclaimer: This is the procedure I used to make this installation. I am not trying to tell others how to do the installation, but rather just telling MY story. Others intending to do similar work must make their own judgments and decisions as to the suitability of any of the information presented herein. I make NO guarantees, and take NO responsibility for the decisions and actions of others. In all cases, each individual installer is responsible for his/her own actions, own skill sets, and own work practices.



Early last spring I was entering the gate to my dock and noted Chris and Ginger's Catalina, the first boat inside the gate, had grown a stack of lumber. This assortment of boards had some form to it and my first thought was that they were putting something together for the Burning Man event in the desert though this would have been quite out of character for them.

I spoke to Chris about this project the following week and he explained that he was tired of headaches with his past canvas dodgers, despite his best efforts at maintaining them in the end needed far too many dollars donated to the local canvas shop. It was his intent to use the existing dodger as a basic shape for a mold for a fiberglass hard dodger.

The framework on deck was being fitted tightly to the lines of the dodger frame with MDO plywood panels placed outside the dodger frame to shape and generate a mold for the final dodger. These





with glass cloth and bondo.

The top of the dodger created more challenges in that the MDO sheets could not be used to form the radius of the corners. Chris used a product called Sintra, a 1/8 inch PVC sheet for this task and again trimmed, cut, fit and bonded it to the lower MDO sheets using bondo. Next Chris marked out the window, lay-out and cut and mitered the frames for the windows to recess into.

The mold now had the look of the final product but it still needed many hours of sand-

MDO (medium density overlay) panels are plywood sheet with a paper sheathing them to prevent print through of the plywood grain on the mold. The MDO is easily worked with wood shop tools and makes a good mold material. The MDO panels were secured to each other as seen by screwing hinge stock to the segments. With all panels installed the exoskeleton secured and some shear panels tacked to the frame it was time to remove the frame from the boat, load it onto Chris's truck for transport back to his home shop in Sacramento.

ing baby bottom smooth all the bondo. After sanding and smoothing countless coats of mold release were applied the mold. Once the mold was complete it was time for what Chris was itching for, some work with cloth and resin.

Chris started putting together his materials list for this segment and found the cost to be more than he expected. He located a shop in his area that fabricates fairings and sleeper cabs for long haul trucks. He discussed his project with them and in

Normally I find myself called to duty when such projects take place, but I was not about that day and have no idea how many Pall Bearers it took to move this to Chris's truck or what Rubik's Cube maneuvers were required to get it through the gate.

Where to start? Now the template is in Chris's shop it must be turned into a mold. Chris starts by tabbing all the panels together







the end they quoted him a price cheaper the cost of the raw materials he felt he needed to complete the project.

Chris delivered the mold to them, they started by spraying gel coat to the mold they then laid up a layer of glass cloth averaging about 3/8 of an inch thick and after cure spayed the outer shell with gel coat. The picture shown was taken just after the dodger was popped off the mold, isn't she pretty.







The dodger was transported back to Alameda and hoisted onto the boat, once again I was fortunate enough to be absent during this segment; I think I was in the middle of a home bathroom remodel at the time.

Chris fit the dodger to the boat and is seen here attaching it to the boat by securing starboard strips to the house and screwing the dodger to these strips.

The windows have been installed and trimmed, some logo work added and the final product came out absolutely beautiful and looks to be professionally done. It looks quite natural on the boat and looks solid enough to dance on. I applaud



Chris and Ginger's handy work.

This picture shows the happy Admiral, Ginger, enjoying the fruits of this labor on a nice sunny day. On our cold foggy days she will I am sure be happy with the addition.

I hope to detail some more of Chris and Ginger's handy work aboard *30 Something* as they have made some great modifications to their C36 MK1.5. They also are one of the most active boats in our marina.

Chris' line of work is boat lettering and he has some awesome graphics on his boat in addition to some of his mechanical additions.



## Fleet Reports

**Fleet 1 - Santa Monica, CA**  
**Fleet Captain, Ralph Johnson**  
ralph@stillathrill.com

No report.

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**Fleet 2 – Long Beach, CA**  
**Fleet Captain, Mark Bierei**  
mbierei@pirnie.com

No report.

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**Fleet 3 –**  
**Chesapeake Bay**  
**Fleet Captains, Bill and Sally Jack**  
wjhomes@zoominternet.net

As we prepare our boats for winter, it is time to reflect on the past sailing season. For those of us that are preparing to winter in the north on the hard, it's another sailing season coming to an end. For those lucky enough to be headed south, it's on to a new adventure or two.

This season, our Catalina Fleet was lucky to have a couple of land based events, some land & sea events, many raft ups and of course to enjoy the Catalina East Coast Rendezvous in Solomon's Maryland. Solomon's Island has always been a favorite destination for our crew and it's especially fun with a group.

For anyone else that was there and had a chance to sample the Fleet 3 Bloody Mary's, I am including the secret recipe. It's a good year if we get to have these on more than one occasion, and this was a very good year!

At the Fleet 3 Fall Meeting, held at the Old Stein Inn in Edgewater, Maryland, we elected new vice fleet captains, Joan and Wayne Savage. Fleet 3 has been without vice fleet captains since our previous fleet captains sold their boat and promoted us early this sailing season. We look forward to having Wayne and Joan on board.

### Jeffrey Banks' Bloody Mary Recipe Catalina Fleet 3

1-Qt. Clamato  
1-Tsp. Horseradish  
1-Tsp. Minced Garlic  
1-Tsp. Crushed Cherry Peppers  
1-Tsp. Black Pepper  
1-Tsp. Old Bay or Chesapeake Bay crab seasoning salt  
1-Tsp. Real Crumbled Bacon Bits  
1-Tsp. Worcestershire Sauce

I use more pepper, celery salt and Old Bay for garnish.

Add Vodka to your taste when serving. Rum or Gin works in an emergency. A raw oyster really helps after first frost. Be sure to stir with a spicy bean or two from Sally J!

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**Fleet 4 – Puget Sound, WA**  
**Fleet Captain, Walter Conner**  
walterconner@comcast.net

No report.

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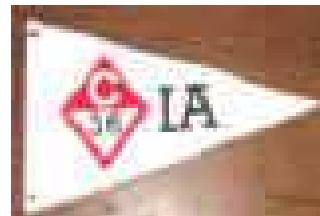
**Fleet 5 – Long Island Sound, NY**  
**Fleet Captain, EJ Hodes**  
ejh33@yahoo.com

No report.

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**Fleet 6 – San Diego, CA**  
**Fleet Captain, Brad Poulos**  
bsurfnut@cox.com

No report.



## Fleet Reports

**Fleet 7 – Lake Ontario**  
**Fleet Captain, Steve Lail**  
slail@frontiernet.net

No report.

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**Fleet 8 – New Jersey Coast**  
**Fleet Captain, Bill Reseter**  
calypso36@comcast.net

No report.

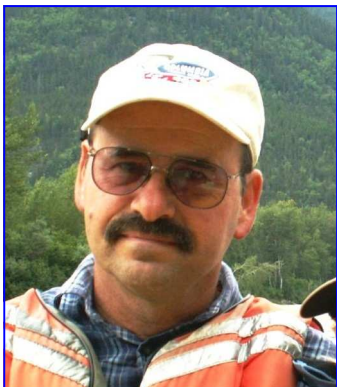
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**Fleet 9 – San Francisco Bay, CA**  
**Fleet Captain, Chuck Herman**  
chas\_herman@yahoo.com

No report.

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**Fleet 10 – CA Gold Coast**  
**(Venture & Channel islands)**  
**Fleet Captain, Jay Shapiro**  
jshapiro@kirkhill-ta.com



No report.

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**Fleet 11 – The Carolinas**  
**Fleet Captain, Glenn Druhot**  
coach@newleafcoachingconsulting.net

Fleet #11 is in the process of sending out invitations to all known 36 owners in the North Carolina area. Our next meeting will be held in late January.

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**Fleet 12 – Punta Gorda, FL**  
**Fleet Captain, Steve Emmerman**  
steve@emmerman.com

No report.

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**Fleet 14 – Low Country**  
**Fleet Captain, Hal Smith**  
hal\_smith@mindspring.com

No report.

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**Fleet 15 – Lake Texoma**  
**Fleet Captain, Jack Montani**  
jmontani@tx.rr.com



No report.

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**Fleet 16 – Texas Coast**  
**Fleet Captain, Ralph Johnson**  
ralph@stillathrill.com

No report.

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**End of Fleet Reports**





## Stern Chaser



*Ceiba I* is a 2006 Catalina 36 Mk II and is Hull #2299 which is one of the last seven built in Woodland Hills, California. We bought her brand new from our dealer Swans Yacht Sales in Toronto late in 2007 and she was commissioned during the 2008 season. My partner David St. Amand and I bought *Ceiba I* to do more extensive cruising and scale back from racing on our previous boat a C&C 30 Mk II.

We have sailed out of Mimico Cruising Club in Toronto, ON on Lake Ontario for the last twenty years. Most weekends you will find us aboard cruising or just enjoying the boat and great friends. Since buying our Catalina we have become involved in the Lake Ontario Catalina Association ("LOCA") and met many wonderful Catalina Owners.

Currently I am Commodore of LOCA and David is Vice-Commodore Communications. We especially enjoy cruising the Thousand Islands and Sodus Bay, NY. In the winter months we enjoy chartering in the Caribbean to get our mid winter sailing fix and "warm up".

Brett Colville

*Photo credit: Scott MacIvor of the C-36 Tranquility IV also out of MCC.*

## Important Updates!

Many thanks to Alex Lynch, our webmaster, who has made a change to allow the uploading of larger files. Tom Soko (immediate Past Commodore) immediately took advantage of that ability and uploaded both the Mk I and Mk II Owner's manuals. They are in the reference section, which is only open to association members. We now have all three owner's manuals (including the 375) on both the website and the Tech Notes CD.

Additionally, the 2011 version of the Tech Notes CD is coming along nicely. Lin Bass (former Mainsheet Editor) designed a beautiful new label for it; Alex made the newest PDFs searchable; and Francois (C375 Tech Editor) scanned a many new manuals to be included. Tom hopes to send it to the copy company within the next few weeks, and be ready for distribution in early January.