

## Welcome Aboard to

# Jib Sheet

You are now reading our first issue of **JIB SHEET** E-Magazine and my fellow officers of C36IA hope you enjoy our efforts. Over the last year or two our organization has been relegated to less and less space in Mainsheet Magazine. This is mostly due to the increased cost of printing and the subsequent related postage but also as an ongoing effort to allow all the Catalina organizations a fair amount of coverage in Mainsheet. This action has made it more difficult to provide our membership with what they want from Mainsheet.

Over the years we have always had members contribute articles on sailing adventures, upgrades and technical information and with the restrictions placed on our organization the only way to get this information out to you our members was to look at an additional vehicle to tell our stories. So here it is!! Starting immediately you will be receiving this E Magazine in addition to Mainsheet. So keep those articles, sailing stores and C36 upgrades coming because now we can share them with the rest of our members more easily. Contributions should be sent to [linbass@bellsouth.net](mailto:linbass@bellsouth.net).

So welcome aboard and trim those sheets for speed because I think you will enjoy the ride. This is just another way your organization is trying to continue to set the benchmark for National Organizations. Enjoy!!!!

Chic Lasser  
C36 Vice Commodore

## Commodore's Report

Ahoy! Welcome to the inaugural issue of **JIB SHEET**, the brainchild of C36IA Vice Commodore Chic Lasser. The officers of C36IA were searching for ways to enhance the value of your membership in the Association, and at the same time publish more of the Upgrades, Improvements, Articles, Cruising Stories, and Letters to our Tech Gurus Chooch Jewell and Tom Senator. This E-Magazine was one of the answers. The distribution will only be to C36IA members, via email (duh!), so it is important to keep your email address up to date with the Association. It is also our desire to reach out to more C36 owners. For a limited time (maybe for the first six or twelve months of ownership?), we plan to distribute **JIB SHEET** to new C36 owners, whether they are C36IA members or not. We will be in touch with Catalina dealers in search of those new owners, but here's where you come in. If you know someone who has bought a C36, please drop us a note with their contact info, and we'll take care of the rest.

Always wanted to see your name in print? Does your mother think you should be published? Here is your chance. Your stories and pictures should be sent to Lin Bass. They can be short, long, or in-between. You can brag, or modestly show your incredible sailing skills. You can write in the first person, or send in an anonymous third person article. Your choice. If you have any ideas for articles or stories that you would like to see included in Mainsheet, the C36IA Website, or **JIB SHEET**, please contact one of the officers. We'll do our best to make it happen.

Fair Winds,  
Tom Sokoloski  
C36IA Commodore

## C36 MkI Tech Corner



*By Glenn "Chooch" Jewell  
Mki Tech Editor*

### How about some Exhaust Riser Replacement Fun (ERRF)?

Here's a story about what we may not know about our boats when they are maintained by others. *Prior to our acquisition*, Tara had been "professionally" maintained year-round where cost had not been a consideration. One might assume that was a good thing.... however, ....

Last spring, Tara began filling the bilge with black water and the cabin with noxious fumes while our trusty M25 was bringing us back to the marina. Those two symptoms are a dead giveaway for an exhaust riser leak. Sure enough, close inspection identified the leak under the mixing elbow.

Having read the trials and tribulations of those that went before me, I proceeded to remove the riser to ship it to Catalina Yachts to have a stainless steel replacement built.

Fortunately, sometime in Tara's past, a smart individual had cut an opening in the after bulkhead where the engine cover attaches and made an access cover to easily remove the riser.

Upon removing the old riser, I learned that it had been fabricated with 2" iron pipe (now eroded inside the hose), not the 1-5/8" pipe that is normally aboard a C36. Worse, the lift muffler had been modified to have a 2" inlet, while maintaining the standard 1-5/8" outlet.



Still worse, the muffler had been carefully fiber glassed to the bilges, vice screwed on to a platform as others had written on the C36IA message boards. Catalina was quick in sending me a beautiful stainless steel replacement riser at a very reasonable cost. The only problem was that it was the standard 1-5/8" pipe and had to be mated to the 2" pipe on the muffler.

Here's the trick that made it work:

A 1-5/8" Inside diameter (ID) exhaust hose has a 2" outside diameter (OD).

So, use a section of 1-5/8" ID hose on the standard Catalina riser, making a 2" OD, then use a 2" ID hump hose to join it to the 2" OD muffler inlet and the mismatch problem is solved!



And while you have the riser out, it sure makes it easy to remove and rebuild the heat exchanger! New gaskets, o-rings, bolts, and a NEW ZINC!



Here's the re-installed exhaust riser with the teak access panel removed:



Bottom line, unless you performed the maintenance and/or repairs yourself, or watched every action performed by your repair professional, you really do not know what you will find under cover. So be prepared for some creative brainstorming before looking “under the hood” when things break!

## C36 MkII Tech Corner



By Tom Senator MkII Tech Editor

## Check Those Seacocks

(or how I had a religious experience without the aid of a clergyman or bible)

This article has been relocated to the C36IA website's Technical – Maintenance section.

## Winter Covers by Chic Lasser

This article has been relocated to the C36IA website's Technical – Maintenance section.

## Catalina 375 by Tom Sokoloski

As some of you may know, the C36 is no longer being produced. Hull number 2305 was the last one made. It has been replaced by the 375 (not 376 or 377 as earlier rumored), scheduled to be introduced sometime in early 2008. At our annual meeting in November, the C36IA officers were fortunate to get a tour of the Largo FL factory, given by Gerry Douglas. We were able to view drawings of the 375, and inspect not-yet-completed hull #375-01. We were not allowed to take pictures, as it had not been introduced to the dealers yet. The 375 is not quite as sleek as the 36, but it's close. It's by no means as bulbous as the 350 or 387. The galley is to stbd, with a top and side opening reefer, and there is a centerline berth in bow. A familiar game table is to stbd. Compared to the C36, the head area is larger, supposedly with an enclosed shower stall. The aft cabin is to port, along with an outboard-facing nav station. It will be powered by a 40hp Yanmar, carry a double-spreader rig, and it should sail pretty well, according to Gerry Douglas. Overall, a nice boat. Pricing was not discussed.

## New Regional Fleets Being Formed

Punta Gorda, Sarasota, your area?

The last two years have seen great success in the creation or reactivation of local, regional Catalina 36 fleets around the country.

Our greatest success has come on the California coast where Fleet 10/Gold Coast was recently born and Fleet 2/Long Beach recently reactivated, resulting in 5 regional fleets on the Pacific coast! Fleet 16/Texas Gulf Coast was kicked off about 2 years ago, at the same time as Fleet 15/Lake Texoma was created.

A new fleet is gathering members currently in the **Punta Gorda** area of Florida, thanks to the interest of Steve Emmerman. Steve splits his time between New York and Florida, but his boat is on the Gulf Coast, where, until recently, he was a live aboard. Steve approached C36IA about a new fleet in October, and he now has at least ten boats expressing an interest to help create a Punta Gorda fleet.

As a result of the mailing, another C36 owner, John Proctor, raised the question of ‘why not a C36 Fleet in the **Sarasota** area of Florida?’ John and our Fleet Relations Officer are collaborating on another mailing to stimulate interest in the Sarasota area.

Like John and Steve, are you a C36 owner wondering why there is no local fleet in your sailing area? Wonder no longer!! Contact our Fleet Relations Officer, Brian Giersch at [bdgiersch@suddenlink.net](mailto:bdgiersch@suddenlink.net) or (252) 633-4554.

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