

## Commodore's Report

Ahoy!

Welcome to the first issue of *JibSheet* for 2009. Since the last issue of *JibSheet*, many more owners have created user accounts on the C36IA website, which is wonderful. Creating a user account (and having it linked to your membership info) allows you full access to the website. "Guests" to the site (non-members) are only allowed limited access. Speaking of which, have you looked at the website lately? Alex Lynch, our webmaster, has done an awesome job updating it. A new look, more articles, more photos, and finally, a new Forum! The new Forum (Bulletin Board) has the ability to accept photos, and once you set up a user account for the website, you are automatically registered for the Forum. Another new feature of the website is the Owner's Encyclopedia. It is similar in concept to a 'wiki', and all members can access and update it. It was designed for the little details that you won't find in the Owner's Manual, such as cross-reference numbers for Kubota parts and oil filters, and links to replacement part suppliers. The Forum is for opinions, and the Encyclopedia is for facts. If you are a new owner, or simply new to the website, we have a section especially for you. It's called the New Member Help Section, and there is a link to it from the home page. In fact, all three new features have links to them from the home page. Check them out. Comments and suggestions are always welcome.

Tom Sokoloski  
Commodore

## Editor's Notes

Well, another off-season is here for us northerners, which isn't the worst thing if you have a counter seasonal interest. As many of you know my real passion is snow and lots of it. Although I have skied and sailed for approximately the same number of years (quickly approaching 45), the thrill of a perfectly carved turn or deep snow just can't be described.

The nice thing about counter seasonal passions is it gives me a chance to recharge my batteries and get ready for the next season. Come March I will be just skiing out the days and waiting for warm weather to get the boat ready for another season. And that means more projects to get ready for completion. Last season I replaced my entire rig, from mast to boom to sails and rigging, both standing and running. This season I will be much less aggressive and do some cabinetry and canvas work.

Like many of you, I look to our great website for ideas and tips on how to make our boat more comfortable. What a great resource to have and I know after talking to many members at our membership meeting it's really appreciated. With all this said, here comes my sales pitch for some articles for the next *JibSheet*. I know you folks have great skill and are quite enterprising so asking for an article of two shouldn't be asking too much. Please send them to me, and I'll do all the work and get them ready for publication. Send them to me at [classer1@rochester.rr.com](mailto:classer1@rochester.rr.com)

'Till next time,  
Fair Winds and Deep Powder!

Chic Lasser  
Vice Commodore/Editor

# Notes from the October Membership Meeting

What follows are the notes from the October Membership Meeting in Annapolis:

## C36IA Member & Officer Meeting Annapolis, MD - October 11, 2008

Officers Present: Lin Bass, Bill Harvey, Chic Lasser, Alex Lynch, Sean McGuckin, Tom Senator, Tom Sokoloski

A total of 32 owners attended the meeting, from as close as Annapolis, to as far away as Vermont and the Virgin Islands. Just about everyone made comments and suggestions, and from that discussion, the following items were put on a "To Do" list:

1. Brag about the Association more. We provide a tremendous benefit to our members, and we should get the word out.
  - a. Ask for Member Testimonials
  - b. Find copies of articles praising the C36 (BoatUS?)
  - c. Assign a dollar value to the tools in "Tom's Tool Box" (saving members over \$XX,XXX).
2. Market the Tech Notes CD better. There is a LOT of info on the CD, and every member should want one.
3. Design and produce a decal (postcard size?) to be placed inside/under the Nav table of every C36 afloat. On the postcard show our web address, and some of the many benefits of membership.
4. Mail out the Nav Station Decal to each member.
5. Assemble a database of all Catalina dealers, with personal (dealership owner) contact info (Catalina Yachts will not provide this to us). Request info from all members.
6. Assemble a "Help You Sell Your Boat" package that could be sent to current members. This package would also contain info bragging about the Association.
7. Produce a limited edition poster from the copies of the original sketches/drawings of the C36 made by Gerry Douglas back in 1981-2.
8. Enhancements to the website, if possible:
  - a. Expiration dates of membership shown on home page
  - b. More details added to Tech Notes form

- c. Contact form specific to certain areas (membership, website, etc.)
  - d. Google Maps
  - e. Owner Registry (linked to Google Maps?)
  - f. Upgrade Message Board (Forums)
  - g. Google ads on site for revenue (hidden for members?)
  - h. Add videos, or at least links to YouTube member videos
  - i. Automatic Backups
9. Request that each member bring in another member.
  10. Set up a Conference Call with all Fleet Captains.
  11. Create a New Owner Help Section on the website.
  12. Concentrate on promoting and supporting the C36.

## Winterizing in Moderate Climates

This is my first year with my boat in the water in Baltimore. I have never had to be concerned with a marine diesel in the water (my previous boat had an outboard). I am wondering how crucial it is to keep some warmth aboard during a typical Chesapeake winter. (This one is starting out colder than usual) Question: how do you northern climate sailors handle keeping some heat inside to prevent freeze ups or other issues? Obviously, I winterized using the usual stuff. However, I also got a good deal on a heater from WM that has a thermostat that can turn heat on when temp gets below 38 F. Good idea? Bad idea?

Laura

Laura,

As much as it is a PITA, I suggest that you ditch the heaters, lightbulbs, and everything else plugged into "the grid". I suggest that you winterize the entire boat (including engine) as if the temps were going to be at zero for an extended time period. You REALLY don't want to come down to the boat after a big freeze and see cracked fittings. If/when you decide to go sailing, you'll have to spend the \$\$ to buy two more gallons of antifreeze, and repeat the process for the engine when you return to the dock. With a warm engine and a bucket of antifreeze, it should literally take a few minutes. Close the engine raw water intake, pull the hose off it, and stick it in a bucket of the pink stuff. Start the engine. As soon as pink spits out the exhaust, shut off the engine, and put the intake hose back on the thru hull. I also pull the raw water pump impeller, because the antifreeze tends to stiffen the rubber,

but I'm on the hard for 6 months, with NO possibility of sailing! If you get caught using the "green stuff" on the raw water side of the cooling system I think you would be in deep doo doo. It's toxic and is designed to be used only in closed systems, and then disposed of properly. For winterizing the engine (and everything else) most people suggest the non-toxic "pink stuff" designed for boats, RVs, and pool systems. You can usually find it for about \$3-4/gallon. Hope this helps.

Tom

## Gelcoat Repair Of a Molded Deck

By Chic Lasser

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

## How To Properly Display The Flag On Your Vessel

The following was compiled from review of several websites, most notably the US Power Squadron's ([www.usps.org](http://www.usps.org)) information regarding their involvement in addressing the federal laws that discuss the proper display of the United States flag.

While the United States Flag Code, [\*USC Title 4, Chapter 1\*](#), provides general guidelines for the display of the U.S. flag, nautical flag display is based on long standing traditions that date back over 300 years.

The United States Power Squadron, the world's largest boating educational organization, developed an updated code for displaying flags on boats in 1998. This code, devised in consultation with the U.S. Coast Guard, Coast Guard Auxiliary, New York Yacht Club, and other yachting authorities, eliminates confusion and will help you show proper respect for each flag and pennant you fly.

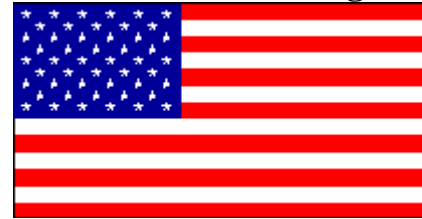
This code is primarily for use on private vessels because small craft are so different from large ships; yet it is flexible enough to accommodate the wide variation in construction of most modern pleasure craft. The code

applies to all boaters, but has specific application to members of groups, such as yacht clubs, the U.S. Coast Guard Auxiliary, and the United States Power Squadrons.

While points of honor have been established by long tradition, new configurations of boats, rigging and the like have modified these points. Using antennas, fishing towers, outriggers, sailboat backstays, portside halyards, and double hoisting are all new to the flag code. Even though traditionalists may think they are incorrect, these flag display techniques are appropriate today. If your boat's configuration requires you to use any of these techniques to fly your colors, do so, but follow this code to do so correctly.

The updated code, *How to Fly Flags, Nautical Flag Display*, is available from various marine suppliers around the country and from USPS Headquarters.

### United States Ensign



The U.S. national ensign, sometimes called "50-Star" or "Old Glory," is the proper and preferred flag for all U.S. vessels. Your boat should wear it from 0800 until sunset, and when you enter or leave port during daylight or at night, weather and rig permitting. While in port, if you leave your boat and will not return before sunset, lower and stow the national ensign before you go.

The national ensign worn by a vessel must be the flag of her registry—not necessarily that of the owner or operator.

Generally, the national ensign should be displayed at the peak of the gaff, i.e., the outer end of the spar extending aft from the mast of your boat—if you boat has a gaff. If it does not, fly it from the flagstaff at your boat's stern. If your boat has an overhanging boom or an outboard motor, your flagstaff may be offset to starboard (preferably) from your boat's centerline.

On a sportfishing boat, where a stern staff might interfere with the gear, and vice versa, the practice is to fly the ensign from a halyard rigged amidships on the after part of the superstructure.

Marconi-rigged sailboats may fly the ensign from the leech of the aftermost sail (or from the back stay), approximately 2/3 the distance up its length. This puts it in about the same position it would occupy if the boat were gaff-rigged.

At anchor or made fast, the ensign should be flown from the stern staff of all boats. The U.S. national ensign has a 10:19 hoist/fly ratio.

### United States Yacht Ensign



The U.S. Yacht Ensign features a blue *canton* (the rectangle at the upper corner nearest the staff) having 13 white stars and a fouled anchor. Originally devised as a signal to identify documented yachts to relieve them of certain customs formalities, it is now flown on recreational boats of all types and sizes instead of the national ensign in domestic waters. Traditionally, the yacht ensign had a 10:19 hoist/fly ratio like the U.S. ensign. Today it is found with a 2:3 or 3:5 ratio. However, the preferred flag is the 50-star national ensign, especially since the yacht ensign must *never* be flown in international or foreign waters since it has no standing as a national ensign.

### Size of Flags

Flags are often too small. When you purchase your flags, use the following guidelines, rounding up to the next larger commercially available size when necessary.

The national ensign flown at a flag staff at the stern of your boat should be one inch on the fly for each foot of overall length.

All other flags, such as club burgees, officer flags, and private signals for use on sailboats, should be approximately 1/2 inch on the fly for each foot above the waterline of the tallest mast on the boat. (That is, if the top of the mast is 30 feet above the waterline, these other flags should be 15 inches on the fly.) On powerboats, these flags should be 5/8 inch on the fly for each foot of overall length. The shape and proportions of pennants and burgees will be prescribed by the

organization to which they relate. A union jack should be the same size as the canton of the national ensign being flown from the flag staff.

Many foreign ensigns—courtesy flags—sold in stores are not manufactured to correct proportions. For instance, the flags of all former British Commonwealth countries, including Canada, Bermuda, the Bahamas, and the British Virgin Islands, are correctly proportioned 1:2, i.e., the fly is twice the length of the hoist. As a matter of interest, the United States flag is correctly proportioned 10:19 (nearly 1:2), not 3:5 as is commonly available.

### Alternative Display Locations

Avoid flying more than one ensign from a single halyard or antenna. On the other hand, when the preferred positions for an organizational burgee or officer flag are not available, you may fly these from spreader halyard, with more than one on a hoist if necessary. In such instances however, you must observe the proper order of precedence. If you must multiple-hoist these flags, no more than one flag of the same type or stature may be flown from the same halyard. Each flag must be senior to the one below it, except that the officer-in-charge pennant may be placed above the officer flag when it is appropriate to do so. When neither the preferred location nor a spreader halyard is available, a radio antenna may be used. Never fly any other flag on the same halyard as, or on a halyard to starboard of, a courtesy flag

### Making Colors

*Colors* are made each morning at 0800, as mentioned, at yacht clubs and similar organization docks or anchorages. This may be signaled by a morning gun. The national ensign or yacht ensign is hoisted at the stern (or set in place on its staff). This is followed, as applicable, by a foreign ensign (courtesy flag), a club or squadron burgee, organizational flags, an officer flag or private signal and then by any other signals not already flying, such as a guest flag.

At sunset, colors not properly flown on a day-and-night basis should be lowered in reverse sequence, the ensign at the stern always being the last to be secured.

If you fly the yacht ensign (or other authorized ensign) in lieu of the U.S. ensign, raise and lower it as if it were the U.S. national ensign.

## Dressing Ship

On national holidays, at regattas, and on other special occasions, yachts often "dress ship" with International Code of Signal flags. The ship is dressed at 0800, and remains so dressed until evening colors (while at anchor only, except for a vessel's maiden and final voyages, and participation in a marine parade or other unique situation).

In dressing ship, the national ensign is hoisted at the stern staff (and the Union Jack may be displayed at the jack (bow) staff on government vessels). A rainbow of flags of the International Code is arranged, reaching from the water line forward to the water line aft, by way of the bowsprit end (or stem if there's no bowsprit) and the masthead(s). Flags and pennants are bent on alternately, rather than in any indiscriminate manner. Since there are twice as many letter flags as numeral pennants, it is good practice, as in the Navy, to follow a sequence of two flags, one pennant, two flags, one pennant, throughout. The sequence recommended here provides a harmonious color pattern throughout:

Starting from forward: AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO Third Repeater, RN First Repeater, ST Zero, CX9, WQ8, ZY Second Repeater.

## Courtesy Flags

When you visit foreign waters, your boat should display a courtesy flag (the civil ensign of the country you are visiting) whenever your U.S. national ensign (the USPS ensign or the yacht ensign should not be displayed in foreign waters) is displayed. (The USPS ensign and U.S. yacht ensign should not be worn in foreign waters)

If your vessel is mastless, it should wear this "courtesy flag" at the bow, in lieu of a squadron or club burgee, or on a starboard antenna strong enough to support it. If your vessel has one or more masts, display it single-hoisted at the outboard signal halyard of the main starboard spreader. Move any flag normally flown there to the inboard starboard halyard or, if your boat has only one halyard per side, to the port spreader halyard.

The customs observed in various foreign waters differ from one another. Try to learn the correct procedure for the country you are entering. For example, in some countries it is customary to fly the courtesy flag

only after the *quarantine flag* (the yellow 'Q' flag) and the vessel has been granted [pratique](#) by the appropriate authorities.

Do not fly a foreign courtesy flag after you have returned to U.S. waters. It is not to be used as a badge of accomplishment for having cruised to another country.

## Foreign Guest Flags

When a foreign guest is aboard, you may display the ensign of the guest's country from the bow staff or outboard port spreader. Should more than one such guest flag be appropriate, wear them on spreader halyards from port to starboard in the alphabetical order of their countries' names in the English language.

## Half-Staffing Flags

The only authorities who may direct that all national ensigns be flown at half-staff (sometimes called "half-mast") are the President of the United States or the governor of a state. The length of time at which the ensign is to be flown at half-staff is determined by the deceased person's position and the directive of the president or governor. This normally lasts from 1 or 2 days to as many as 30 days.

A commodore, commander, civic association president, or corresponding official of a similar organization may order his organization's flag flown at half-staff to honor a member who has died. A club burgee on a sail or signal mast is at half-staff when it is even with the main spreader or yardarm.

On Memorial Day, the national ensign is properly flown at half-staff until 1200.

When you fly your national ensign at half-mast, hoist it smartly as high as you can (sometimes referred to as "chock-a-blocked" or "two-blocked"), then lower it ceremoniously to the half-mast position. When you are taking it down at the end of the day, smartly two-block it again and then lower it ceremoniously from there. When the ensign is at half-mast, all other flags remain two-blocked.

At the stern of a vessel, or on a flagpoles ashore, the half-mast position is approximately three-fourths the height of the truck. If the flagpole has a yardarm, the half-mast position is where the top of the flag is level with the yardarm.

When it is half-masted ashore, fly only a private signal or club burgee at masthead of a gaff-rigged mast with it.


the benefits of membership. So, just drop me an email and the number of stickers you'd like and we'll get them out to you. Thanks in advance for helping to keep our membership strong.

Sean McGuckin  
Membership Officer  
smcguckin27@comcast.net

## Help Promote the C36IA!

As many of you have read and heard, we are working hard at ways to keep the association thriving. You may not realize it but only about 1/3 of C36 owners are members of the association and we'd like to keep all current member vessels in the association for as long as possible. As we look toward ways to keep our membership, strong we decided to invest in a means to help advertise the association, starting with the member boats we now have.

Soon you'll receive in the mail an advertisement sticker we'd like you to apply to the underside of your chart table lid. The sticker is shown below and will help promote our association for future owners of all our boats (the actual sticker looks better than this reproduction). By being on the underside of the chart table lid, the sticker will be out of the way but in a place every new owner will not miss! This first step will go a long way towards ensuring future owners of Catalina 36s know of our association and what it has to offer.



**Catalina**  
**36**  
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 MkI 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

In addition, we'd be happy to mail out a few extras to you if you know of C36 owners who are not members of the association. Perhaps you can put the sticker in a baggie with a letter that we'll provide which simply asks them to place the sticker on their chart table lid underside. Maybe we'll be lucky and they'll join. If not, perhaps the next owner of their vessel will consider

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