was my time and some scrap ¾" Starboard I had laying around my shop. The miscellaneous items needed were the SS nuts, bolts, and caulk. The only major out of pocket expense was the Starboard. It should be noted if I had used ¾" Starboard the price would have been noticeably more.

Anyone contemplating a similar upgrade should make sure to do a personal fit of the clearance stepping around the wheel, for clean unobstructed access. An additional modification, time and $$$ permitting, might be making a custom padded seat that could be snapped on and off.

As for me, I am as usual going outside the box by introducing a major upgrade project here, just to wet your appetite, that you will be able to follow along with on the C36 website. The project is being designed and finished by a neighbor Chris Cox. He and his wife, obviously in the MMM group, own a C36 MKI.5 named *30 Something*, based in Alameda. My inclusion of the documentation of their handy work is two fold. First to showcase their project, the second would be to drag them into our organization by exposure. Their boat is a constant stage of upgrade. Chris is in the graphics business and owns a company Boat Lettering.Net. They have some great graphics on their boat I especially like the fellow playing peek a boo at the water line watching the dolphins on the bow wave, really. Their boat is



equipped with everything known to man and they have made some fantastic upgrades that I hope they will showcase in future articles.

Most recently I noted what looked like a project aboard their boat that I was sure was destined to be taken to the Burning Man event in the Nevada dessert but, this seemed quite out of character for this couple. I soon learned that this was not the Cox's Burning Man sculpture, they were in fact fabricating the frame to create a mold for a hard dodger. I requested some pictures and detail of the project to share with you; Chris has included some short narrative detailing the progress to date.

Until then I once again will be a blasphemous technical editor and suggest that you procrastinate a bit on those projects on your list and go sailing. *–Steve Frost*

Hard Dodger by Chris Cox

After years of temporary fixes, full shop repairs and zippers constantly separating on a canvas dodger and with the hope of voyaging to faraway places, I decided it was time to have a full on hard dodger. Not one of those hard top/canvas side dodgers, but a hard top/hard side dodger.

In researching hard dodgers and the expense to have one made, I decided to make my own.

To see the complete project, visit the C36IA website--www.c36ia.com--under Technical/Upgrades for the complete story on how to build a hard dodger. I look forward to posting pictures and narrative of the completed hard dodger as the summer progresses. By fall, when a hard dodger might start sounding like a good idea, you'll have the complete pictorial project right in front of you.



Catalina 350



C350 Association Technical Editor
Tim Ryan
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The C350 IA is always looking for ideas, tips, projects, modifications, and suggestions from our members. We have a "Tech Tip" for you sent in by Richard and Jan Massey. If you have any "Tech Tips or Tricks", just jot them down and send them via the email address listed above.

In this issue we are happy to include another article by Ken Krawford on modifications he has made to the stock C350 Cockpit table along with a new finish for the C350 companion way steps.

We will also be "Talkin Trash" in this August issue with some pictures and a brief description on how to convert the built in trash bin into useful galley storage while finding an alternate location for the trash can. Its called "Talking Trash".

Thirdly, you will all be happy to see a Homemade Helm Seat created by Russell Peel. It mounts onto the removeable stern cockpit seat and is easily stored when not in use.

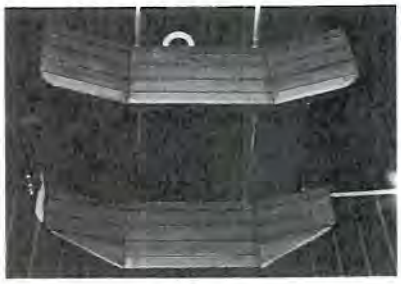
Don't forget to do your part for the C350 IA. The officers and tech Editor are always open to your suggestions and ideas on how to improve service to the members. Another way for you to contribute is to simply take a few pictures of some pet project or modification you have made to your C350. Send it in so that everybody can benefit from your experience. Send pictures and description to me at Tjr3c@verizon.net

And I will make every effort to get your story published for the entire Catalina world to see. *–Tim*

Companionway Steps and Cockpit Table Drink Holder

The treads of the companion way steps have always presented a problem with dirt and debris getting into the grooves. Besides the cleaning issue, I have never been comfortable with the traction that the varnished treads provided. I decided to solve both problems in one fell swoop.

I approached the tread grooves by making them slightly wider and deeper by running them through my table saw. I also sawed some additional grooves to make them appear more uniform. I'm not sure this is absolutely necessary but I thought that it looked nicer this way. I applied masking tape on each side of the groove and also at each end. From there, it was just a matter of filling the grooves with black silicon rubber calk. One calking gun cartridge was enough to do all the steps.



To improve traction, I purchased some sheets of clear non-skid adhesive tape on Ebay and cut them into one inch widths. I then applied them to the first 2 sections of each step. The main negative is that anything soft and slightly stick will adhere to the surface and is difficult to remove. Traction has improved to the point that I don't hesitate to go down the stairs with wet bare feet.

It seems that there are never enough places to hold drinks in the cockpit. Even with a holder on the pedestal, we were always looking for additional places. The end of the cockpit table never seemed big enough to hold anything so I decided to drill a hole and mount a drink holder. The thickness of the table presented a challenge for my hole saw but eventually I made it through. I'm not sure if it was necessary, but I applied a couple of coats of epoxy to seal the cut edge. I had a white plastic holder initially but it began to look shabby after a couple of seasons so I decided to replace it with a stainless steel one. In hind sight, I wish I had drilled two holes instead of one. I believe the table is solid enough to support both. *–Ken Krawford, C350 #351* – Gail Force Too



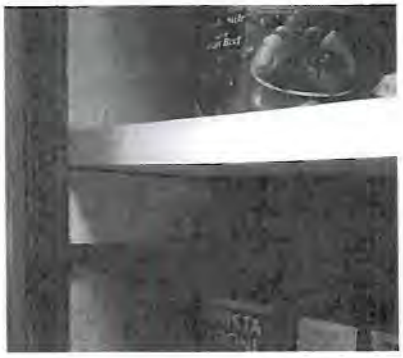
Talking Trash

Our C350s are great boats and the built in special hide away trash compartment is ingenious. However, I came to the conclusion that I would rather use that space for food storage so I removed the trash container (more on that later), and the teak base it sat on. I installed shelf supports using gorilla glue and some screws and added shelving to fit so that I could adjust according to food size. See Figures 1 and 2.

I bought a piece of chain and attached a couple of fasteners so that the door would open to my specification and stay open until I was ready to close it. See Figure 3.

Finally, I cleared a place under the galley sink for a new location for my trashcan. I had to take a blade to the very top of the trashcan so that I could fit it under the sink. This slicing and dicing of the top of the trashcan is concealed by the trashcan liner at all times so it remains a secret between me and you. See figure 4. *–Tim Ryan C350 #332*- Nora Clare









Got Questions?

No submission this issue. Please send your technical questions for our next edition.

Catalina 38



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From the desk of:
The Diesel Weasel

Coronado 15



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Homemade Helm Seat
C350 - *Avalon* #150

Recognizing that I had a yacht I mostly wanted to sail, and when I was motoring for long periods it would be on autohelm anyway, I decided a regular seat was not going to work when heeled and I wanted my feet on the cockpit floor for bracing when heeled.

Thus I fitted a post mounting base into the infill piece (it doesn't interfere with non-seat operation, cushions sit over it), and bought a post and "large marine bicycle seat with a short back".

So you don't sit "in it" but you do sit "on it" and it takes the weight off your legs and works well when sailing or motoring. Because the parts are small they readily stow away in the sail locker. It is way, way better than standing! Regards.







The parts were purchased from an Company called Springfield Marine and the parts list is as follows:

Kingpin Post SKU 75802
Kingpin Seat Mount SKU 75806
Kingpin SS Deck Base SKU 75808
ProCast Seat Grey SKU 75770

Here is the weblink for Springfield marine:

http://www.springfieldgrp.com/KingPin_Removable_Series.htm

–Russell Peel Avalon *#150*



Catalina 34



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Crankcase Breathers Routed to the Air Intake

There have been some posts on the C34 web site, including the projects page as well as the Tech Notes section of this magazine, that advocate the installation of a line to route the crankcase vent back into the engine air intake. We made this modification to our own boat and published photos of our installation in the August 2008 *Mainsheet*. The only benefit of this modification is to eliminate a source of odor in the cabin area, and it turns out there is a very good technical reason that it's not prudent to re-route vent case blow-by into the intake. An alert reader and C36 owner familiar with industrial diesel applications pointed out that:

"I'm sure you are aware that a diesel engine does not have a 'throttle' as a gasoline engine does. Rather than restrict airflow as in a gas engine, the diesel engine intake is always completely open and the amount of fuel injected into the engine determines rpm and power. By routing the breather tube into the air intake you run the risk of supplying unwanted fuel to the engine in the form of oil vapors, or in the case of some engine malfunctions, raw oil into the engine causing uncontrolled engine speed. This condition is termed engine runaway. Industrial diesel engines are equipped with an emergency air box in case engine runaway occurs. This air box is mounted on the air intake and has a spring-loaded flapper valve which, when activated, will stop all air from entering the engine, shutting down the engine. Without an emergency air box, I would never consider routing the breather tube to the air intake."

A good explanation of the phenomenon can be found on-line at Wikapedia.com: "...On a highly worn engine, gases can blow past the sides of the pistons and into the crankcase, then carry oil mist from the crankcase into the air intake via the breather. A diesel engine will run on this oil mist... and so the engine revolutions increase as this extra 'fuel' is taken in. As a result of increased revolutions, more oil mist is forced out of the crankcase and into the engine, and a vicious cycle is created. The engine reaches a point where it is generating enough oil mist from its own crankcase oil that shutting off the fuel supply will not stop it and it will run faster and faster until it is destroyed."

Although not common, a runaway diesel is a serious malfunction that can have catastrophic consequences. The only way to stop the engine is to stifle the air supply. Even an emergency fuel shut-off likely won't stop combustion until all of the engine oil is consumed—which itself will result in mechanical failure of the engine if the high RPM over-speed doesn't cause failure even sooner. There is a high likelihood of fire developing as well which can quickly go out-of-control if a source of (diesel) fuel is present. Prudence dictates that the risk of malfunction outweighs the benefits of odor control. *–Mike Vaccaro*

Barometer Readings

Most C34 owners have a clock and barometer set on board. I found this article in an Old Mariner's book and thought I'd pass it on. The barometer is a great instrument to get the changes in the weather and give you an indica-