

Catalina// TECHNICAL SECTION

MAINSHEET

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TECHNICAL HIGHLIGHTS:

Some quotes from readers about the new "pull out format" for Tech Talk: "Even 3 hole punched. Hell, I can't even get my stock broker to do that", "Why didn't you come up with this before", "If you had done this before, I wouldn't have dropped my membership", "What a fantastic idea, great job", "I like the new format, don't stop", "New format looks fantastic. I often refer to past issues to review topics discussed in past issues. This format makes reference to material much easier. Please consider making it a permanent part of Mainsheet. Keep up the good work", "It's a great new design and concept, nice to have all of the info available in an easy to save format", "My Tech Talk already has a designated binder", "The new format will save a lot of shelf space", "I wish to congratulate you on a splendid idea".

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DEADLINE FOR NEXT ISSUE • DECEMBER 1

Mail to the technical editor for your class boat. Also see information in association sections.

Technical articles are the opinion of the authors and not necessarily the advice of Catalina Yachts, Catalina Mainsheet or the National Associations.

TECHNICAL NOTES

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Hi Everyone, The day has finally come. Pajamas is ours. As I write, she is sitting comfortably in her slip in Ensenada, Baja California, Mexico.

She is everything we wanted her to be and more. Spacious, comfortable and beautiful, Pajamas is also strong, fast and easy to handle.

Ok, I'll tell the story behind the name Pajamas. The definition of luxury to Stephenie is laying in bed on a weekend morning and watching TV, in particular, "Meet the Press" (she loves politics), and other such Sunday programs (football). On the 470, she can do this. Also, the boat is warm and comfortable like good pajamas. At first the name was a joke and then it sort of just stuck. Everyone giggles when they first hear the name but most like it. Some old salts and/or purists hate it. Not our problem. Its our "PJ".



Pajamas off Pt. Loma leaving San Diego harbor.

Pajamas first ocean voyage was to Ensenada. It was August 20th, a beautiful southern California day. Temperatures were in the 80's, afternoon winds were about 18 knots from the NW. Swells were also from the NW about 3' to 4'. Our south-eastern course gave us a text book downwind run. Flying the mainsail and motoring, we were making 8 to 9 knots all the way. We didn't push the boat at all. I varied the RPMs often to break in the engine. We were enjoying the day. When we turned downwind, we had a following sea and wind which pushed us to 11.2 knots when running down the swell. The boat held its course easily. What a nice ride.

We are looking forward to many lazy weekends in Ensenada. The sailing there is excellent, with off shore islands to sail around. The afternoon breezes are pretty steady right now, but usually become calm in the evening. The Hotel Coral Marina is an excellent resort, having many amenities to enjoy.

The commissioning of a new boat is definitely quite a project. This one was no different. Being a new design created additional problems as well. Each of the problems were overcome. Some solutions were simple and others more complex. My pet project in all my boats has been refrigeration, especially the freezer. I wanted a freezer that would keep my crushed ice crushed and Stephenie's ice cream frozen. I had made that quite clear from the beginning. This requires temperatures to be below 10 degrees Fahrenheit consistently. The box we received in hull #3 didn't have any insulation in the top, was poorly sealed, and air leaked everywhere. The temperature inside the Adler/Barbour evaporator box would only fall to 12 degrees and in the compartment, to only 28 degrees. This wouldn't work.

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After extensive consultation with the manufacturer, Adler/Barbour, and Catalina the problem was solved by installing more insulation and improving the lid gasket. Now the temperature inside the evaporator box gets down to minus 12 degrees and the compartment averages from 4 to 12 degrees. This problem is being addressed in future boats.

I had reported that the placement of the generator in the center of the salon had worked out well. I was wrong. It didn't work out very well at all. First, it didn't sit very far under the sole. It stuck up quite high and was covered with a huge ottoman that seemed to take up the whole floor. Stephenie hated it. It became "the thing that we don't talk about". And so I made a "good husband" kind of decision. It now sits under the Pullman berth where it belongs. It was worth it. We now have our salon back. Im going to cut down the ottoman to a less intrusive size. It will enable us to use it for storage and it will be moveable. We have been told that future factory installed generators will be under the Pullman berth.

We both love our boat. We enjoy its spaciousness. Its lines are beautiful and pleasing to the eye. On the sea, its motion is comfortable and satisfying. I think shes a keeper.

Our C-470 association is up and running and the first owners have taken delivery of their boats. I look forward to letters and articles describing the challenges of commissioning and any modifications you make or problems you encounter. Email or mail correspondence to me. Pictures are always great additions to articles.



C-470: the panel.



Electronics instrument pod duplicated at each wheel.

Posted by cg2@son Chris,

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