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TECHNICAL NOTES

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Hi everyone, our fall season started with warm sunny weather, perfect for the beginning of winter cruising. Busy with the holidays, we didn't get to go anywhere until after Christmas. We had a



perfect weather window over the New Year holiday and set out for Mission Bay (just north of San Diego harbor) en route to Avalon, Catalina Island. Warm days, flat seas, and moderate wind made for a perfect cruise. We anchored overnight in Mission Bay's Mariners Cove. We picked up anchor at dawn, hoping to motor/sail the 70+ miles to Avalon. As we turned into the channel, I smelled electrical smoke. Within a few minutes smoke filled the cabin. Stephenie took the wheel while I searched for the source. The smoke pouring out from the engine compartment quickly led me to the alternator regulator; which I discovered, was fried. Disconnecting the regulator was easy, since most of its wiring was burned. I couldn't easily determine how much wiring was damaged and because I didn't want to risk being 40 miles at sea and have another, more serious boat fire, we went home. Repairs turned out to be simple and wiring damage minimal; however, our trip was over. Avalon harbor filled and the weather window closed. Maybe next year. The burned regulator had been installed inside the engine compartment about 3" from the exhaust manifold. Originally I was uneasy with that location but didn't say anything. It concerned me that the heat from the engine could damage the electronic circuits of the regulator. I

should have moved it but didn't. The new one is installed outside the engine compartment near the Racor filters.

In February, we hauled Pajamas for her first bottom paint job since commissioning. In June, it would have been three years. Not bad. This I think is a tribute to Whitey Wear, a friend and owner of Bristol Marine who maintains her hull under water. The haul-out went well. I took this opportunity to work on my prop shaft. I pulled the shaft to shorten it for a R&D drivesaver and also installed a rope and weed cutter called the Shaft Shark. This device is marketed by Autoprop and is different from others because it is all in one piece. It has no moving parts, therefore no bearings to replace. Looks like it will work well, I'll let you know if it doesn't. It was a tight fit for the drivesaver but it did go in. I used blue Loctite on everything that had threads. I have had trouble with nuts and bolts vibrating loose. The prop shaft is not a place for this to happen. The lesson learned; check the shaft and related parts often.

The bottom was clean without blisters. The only problem with the hull was a vertical, straight crack about 10" long that developed at the exhaust thru hull. The crack was deep but did not penetrate completely. Scott, at H&S Yacht Sales Service Department jumped on the problem quickly, and had it repaired. No one would ever know it had cracked.

A lot of the owner input is occurring in the C470 list on Sailnet. I recommend that everyone check out the C470 list and sign up for the free service. I now receive E-mail activity regarding our owners and their experiences and problems. I feel like I'm back in the loop. Thank you to Sailnet. ♦