

CATALINA 400/445 INTERNATIONAL ASSOCIATION

The Autumn of our Sailing Season

Read the story by Steve Cooper in the column section of this issue.

Thanks to CM440 Members. I would like to express my appreciation

to all of our CM440 owners. It has been a pleasure to serve as the CM440 Secretary/Treasurer since 2011. You are now in the very capable hands of John

McElderry, who has graciously volunteered for that position in our fleet.

—Steve Cooper

CATALINA 42/425 NATIONAL ASSOCIATION

Coming Home To Catalina • Our New Catalina 425

By Jack Dunnigan



Linda and Jack Dunnigan on Silver Girl II

Sail on SILVER GIRL,
Sail on by.
Your time has come to shine.
All you dreams are on their way.

It really all began at the 2009 Annapolis Boat Show.

We were looking to upgrade from our Catalina 34 with a view toward retirement. I had always wanted a Catalina 42, and the Catalina 445 was still a new design. I was looking at both, and all of a sudden I looked down at the C-445 cockpit and saw . . . Gerry Douglas, sitting alone. I must admit that I was a bit awestruck. But I went over, sat down, and discovered just how approachable and helpful Gerry could be. Over the next 45 minutes, I had private quality time with the chief designer of Catalina yachts. Gerry had owned at C34 too, and then a C42. We talked about the differences and trade-offs between the two, and his own experiences with his family. It was a memorable conversation that still brings a smile today.

For many reasons, however, we did not buy a new Catalina that year. We bought one of those flashy Euro-styled (and less expensive) sloops, and ended up sailing and cruising on it for six years. She served us well and supported

many an adventure. Eventually though, I grew tired of her quirks. And once we sold our sticks-and-bricks house early last year, the need for something different was calling. I had seen the early literature for the planned Catalina 425, but at first was not impressed. Then, one evening we visited new friends on a C380 on a neighboring dock for sundowners, and as I sat in the salon it just felt . . . comfortable. As if I was home.

So I was being drawn back to Catalina, thought about the C425 again, and made a phone call to the local dealer, Dunbar Yachts in St. Simon's Island, Georgia. Most of the staff was at the Miami Boat Show. But Ron Barnett was there, and he forwarded the link to the now-famous You Tube video that was being shown in Miami of Gerry Douglas standing in and walking through a mock-up of the C-425, showing designs and drawings, and explaining many of the clever things he was working on. Lots of really clever things! Start with the standard self-tacking jib (no more shouts of "Hard alee!" followed by chaos!). The fold-out cockpit lounge seat. The very wide weather decks (so toe-friendly!). The cross sheeting system giving the option of controlling the main and jib sheets from the port helm. The disappearing companionway hatch door. The sheet and line storage compartment (no more endless spaghetti twists cluttering up the coach-roof underneath the dodger). The low coach-roof for easy maneuvering on deck. The flush deck hatches. The narrow entry of the bow to the water. The gull wing hatch and portside flex cabin. The wide-open engine access. The three (!) 8-D batteries. The Catalina 5-series designs for engine maintenance access. The supporting structural grid between the

hull and the hull liner. And more! Gerry Douglas is usually not a very excitable guy, but you could tell that he was having fun with this! (P.S., you can still find the video on You Tube.)

Well, I was blown away. I knew from our C34 days how much clever thought Gerry Douglas and Catalina work into succeeding versions of their boat designs. But this was taking evolution to a whole new level. It was clear that Gerry relished the chance to design a completely new 42-footer from the ground up. This boat was going to be exciting, and bound to be a winner.

A few days later, Mike Bowie (the new owner of Dunbar Yachts) joined us in Daytona Beach and talked about the plans for the C425. He had just been to the Miami Boat Show with Catalina and Gerry Douglas, and was anxious to share what was happening. I had seen the bait, and was in the process of swallowing the hook; and Mike was making sure that it set well. Three days later, we were on our way to the Catalina factory in Largo, Florida, looking at C425 Hull #1 in progress. And we got the chance to sit down again with Gerry Douglas, and to talk about his new design. I was well-hooked. Now it was just for Mike Bowie to reel me in.

We found out that about a dozen C425's had already been ordered. We



Hull #7 arrives in Darien, GA, for initial commissioning

pretty quickly came to an agreement with Mike on the terms of an order. In almost no time, we were saying goodbye to our boat of six years so that it could be sold. Throughout the whole process Dunbar Yachts took good care of us, and built our confidence in their ability to deliver and commission our new *S/V Silver Girl II*.

Later that summer, after a 5-month camping sojourn around the country, we had the chance to return to Florida and sail on C425 Hull #1. What a pleasure to meet the indomitable Russ Hoadley, proud owner, who gave us a lot of encouragement and advice as we made our plans. (Russ and C425 Hull #1, *S/V*

Blue Heron, actually made it to Cuba in the spring of 2017 in the St. Pete Yacht Club Rally. And Gerry Douglas was part of the crew!)

Through the magic of Mike Bowie, Dunbar Yachts, and Catalina, we ended up being assigned Hull #7. In early October, we headed back to Florida again and saw our boat as it was being finished in the Catalina factory. She finally arrived in Georgia a few weeks later, and on November 14 we moved aboard *S/V Silver Girl II*.

Our daughter-in-law saw a picture and said that this looked like our last boat (one of those Euro designs). We told her that may be somewhat true



S/V Silver Girl II

from the outside -- the C425 is a bit of a departure for Catalina in terms of its lines. But down below it is all Catalina and familiar, just what we wanted. And when she joined us for a quick visit a few weeks ago, she agreed. We have sold our home of 30+ years, and this is now where we live most of the time. We are home.

CATALINA 36/375 INTERNATIONAL ASSOCIATION

Visit the C36/375IA Facebook page



C36/375
Commodore
Laura Olsen

One of my favorite aspects of sailing is the magic of going a bit slower and totally escaping the fast pace I face each week at work. That makes me not a huge fan of being on my phone any more than necessary.

As an official senior member of humanity (chronologically speaking only, in my mind I'm still much younger!), I, like many others, have struggled with the current social media pace and postings that have become a norm with electronic device usage in today's world.

However, I must make a full confession that I am (wait for it... generational vocabulary shift here) super stoked about our C36/375IA Facebook page! You must visit!

The family of sailors showing up is very special indeed. They are posting their stories, photos, videos, successful projects, and more.

In the first month since the FB group was initiated, well over 400 people joined. They have been active and enthusiastic about all things Catalina, with an understandable bent for our lovely 36s.

Past and present concerns regarding the impact of how all our available media interplay with each other remain. It won't get resolved here and I for one am not even going there.

Facebook is not for everyone. That's ok. However, I see tremendous benefits with our FB launch thus far: camaraderie, sharing, family, and best of all love of our boats and each other as fellow sailors.

I am very encouraged that the fresh participation can lead to good things. I am particularly pleased to see many FB participants also joining our Association as full members. The benefits to members are fantastic and it helps keep our treasured *Mainsheet* viable as well.

Perhaps we really can "all just get along."

Special thanks to Steven Jones for jump starting the FB page and keeping it humming, and Nick Tonkin for amazing website efforts at our Association website. **-Laura Olsen**, safetsuper@gmail.com

CATALINA 350 INTERNATIONAL ASSOCIATION

Please Volunteer



C350 Association
Commodore
Neville
Edenborough

Pete Travers, Vice Commodore, has announced he is retiring from the C350IA December 31. He joined the dark side by selling his beautiful C350 and buying a power boat! Pete has been a great Vice Commodore and we will

miss him terribly. So we need a new Vice Commodore. The Vice Commodore handles membership. This doesn't take too much time as we have a membership service which does most of the work. This person would step in if there is a problem (rarely). The Vice Commodore

also participates in the Bridge meetings by telephone twice per year.

Please volunteer for this position so that we can continue to offer the fine service the members have come to expect. **-Neville Edenborough**, Commodore, C350IA

Please volunteer for this position so that we can continue to offer the fine service the members have come to expect.