CATALINA 350 INTERNATIONAL ASSOCIATION

Replace that Damper Plate



C350 Association Technical Editor Bill Templeton

In my article (Summer 2016) on "Dampers, Drips and Dominoes" I said I would report on my labors when *Makani Kai* was commissioned for the season. I am happy to report that her trusty M35B ios as quiet and smooth as any Universal could be. Since commissioning we have taken her to Kent Island, MD....mostly motorsailing down the New Jersey Coast, across Delaware Bay, the C&D Canal and upper Chesapeake Bay. I couldn't be happier. If you are experiencing "chatter" don't wait until it requires 1500 RPM or above to quiet to take action.....be more pro-active than I was and replace that damper plate!

In my post last issue (Summer 2016) I introduced Rick Adlesic and his cockpit table modification. Whether it was lack of space in the issue or, perhaps, not being able to open a file (I am battling Windows 10....and usually losing) the article did not appear. I hereby resubmit Rick's work. In the Summer issue John Clements (Tech Ed C445) related his build of a teak head sole....looks there are a lot of us "Teakies" (or "woodies") out their.

Perhaps we need a new *Mainsheet* Feature: Added Wood. Got a story? Share it right here!. **–Bill Templeton**, pbtemp6816@verizon.net

WINTER PROJECT:

Cockpit Table Modification

By Rick Adlesic

The winter weather of 2015/2016 in the Upper Chesapeake Bay area has had its extremes. We had 70F+ on December 27th for the Ravens/Steeler game, Ravens won! January, the Baltimore/DC area received 30 plus inches of snow. February we experienced brutally low single digit temperatures, and some more snow & freezing rain. Puxatony Phil said 6 more weeks of winter….. did you know groundhog tastes like chicken? This year's winter maintenance project was to remove the air conditioner so I could repaint the rusty drip pan. Due to the weather I chose a project I could do indoors and decided to build wood cockpit table leafs and a wood storage door. Besides, when it's cold outside air conditioning is the furthest thing from your mind.

I started the cockpit table winter project by looking at other C350s on the internet that have the wood table leaf upgrade and I just copied their design. Figuring out how to build it was the next step. I knew I'd have to join two 7 inch wide boards together with biscuit joints and epoxy glue them together to create the 13" wide leafs. A boating friend offered his tools and workshop to get started. Before I did that I asked my longtime high school friend for advice. He builds $5mm plus custom sport fishing boats. The advice he gave was the best ever; he'd build it for me!!!

Which wood will be the best for this project? I chose Sapele mahogany over teak. My two main reasons: 1.) Price. Sapele was 1/3 the price of teak and 2.) Mahogany is often used in custom boats where a varnish finish is required and I wanted a varnish finish. A little fact that I learned about teak; teak has a natural oil which makes it a great wood for boats and performs well when left unfinished. Applying varnish to teak requires an acetone wipe to remove the natural oils from the surface and then requires an immediate seal coat before the remaining natural oils have time to propagate to the surface. Teak's natural oils gives this wood its durability.

The factory fiberglass table leafs have a slight bevel on all edges. This bevel allows the table leafs to be easily removed from their manufacturing molds. The Plexiglas storage door is ¼" thick and sits inside a ½" deep groove. So there is a ¼" difference from the table top and the Plexiglas storage door surface. This uneven surface is where someone, including myself would inevitably set their beverage and it would tip over and spill.

I removed the existing table leafs and the Plexiglas storage door, picked up the lumber from Exotic Lumber, Inc. in Annapolis, and took everything to my friends boat shop. Exotic Lumber, Inc. allowed me to select the lumber from a nicely stocked inventory and planed it to 1 3/8" thickness.

After a few weeks I picked up the table leafs and storage door from my friend's boat shop. The wood leafs were biscuit joined, epoxied, cut to the exact size, and edges beveled just like the factory leafs. They looked like they were made on a 3D printer. The new storage door is now ¾" total thickness; ½"



thick to sit in the groove which is now flush with the table top, an extra ¼" thickness on the inside of the storage area (added for strength), and two ¼" deep routed grooves for the hinges. My friend's craftsmanship is one of the many reasons he is awarded $5mm + for his custom boats. **–Rick Adlesic / C350 *Integrity*, Hull 329**



