

# Catalina 310

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## Moving My Boat

As I am writing this month's articles my boat has left Georgia's Lake Lanier and is on the hard in Ventura, California. She took a short 6-day ride across the country on the back of a truck. Allez-y! has logged more miles on a truck than at sea as she was shipped from the factory to Mobile, Alabama where we sailed her on the Gulf. Then she was trucked to the lake near our home. I hope that this will be her last truck ride. She will get a fresh coat of bottom paint and into the Pacific she will go. My wife and I will move to California in mid January. We look forward to sailing the Channel Islands and then down to Long Beach where Allez-y! will slip into her new home.

A few comments on shipping your boat. I posted my shipping requirements on 1stboard.com, a bulletin board for such things. I received 7 quotes by e-mail within a week. The quotes varied from \$3,600 to \$7,600 which made me question what I was getting. A little homework through Catalina revealed that with my fin keel I sit right at the height limit of 13'-8" when properly seated on a low boy trailer with a keel pit. What this means is the trucking company can only fit one boat on a load, the low cost haulers were assuming they could get two boats on a load. Be sure to get a copy of the carriers insurance policy where you are named as "additional insured," spelled peace of mind.

While doing my homework I spoke to Charlie at the Catalina Yacht Basin, in Santa Monica, who advised me of the shipping requirements for the C310. He also indicated that he knew of a trucking company that had a truck dead heading back from Florida. He highly recommended them so I gave them a call. They were happy to book me and gave me a great rate. Mogar Yacht Transport did a great job and I would highly recommend them. I felt confident in the price because I had received and analyzed so many quotes.

I did most of the packing and pulled the mast. Be sure to get the loose hardware off the decks and cover the windows with tape to protect them. I had the yard wrap the mast in plastic

and carpet strips to protect it from chafe and road dirt. See you on the West Coast.

## Diesel Heater

Bill:

I have been looking at the Espar D3 and D5 forced air diesel heaters and was wondering if anyone had any experience (or knows someone that has installed one) on their sailboat. This seems like the perfect heater for a sailboat, with the endless supply of diesel and most of the heating components in the aft locker. It allows for ducting the heat throughout the cabin and a normal thermostat in the Saloon. It looks to be one of the safest heaters on the market. It is self-contained and resides in the back of the boat, not in the saloon. The heat is supplied through ducts, just like a house. It is a little on the pricey side, but would probably add the same value to the boat. It is diesel fired so it can be used anywhere with 12v power. Here is a link to the manufacturer: <http://www.espar.com/htm/Specs/airtronic4.htm>

The cost is about \$2000 for the Airtronic 4 Marine Version, 2 outlet package. It is only a little more for the 3 outlet package. Here is a link to Seacraft's pricing page: <http://www.seacraft.com/esparpricingpage.htm>

The unit has the following specs:

- **Heating Capacity:** 13,650 BTU on Boost, 10,200 BTU on High, 6,800 BTU on Medium, 3,400 BTU on Low
- **Low Fuel usage:** .13 gph on Boost, .1 High, .07 Med., .034 Low
- **Amp Draw:** 3.3 Boost, 2 High, 1.1 Med., .67 Low
- **Dimensions:** 12.6" Long, 5.5" Wide, 6" High - Weight 10 lbs.

Any opinions? Thanks for your help,  
-Matt Denham LaPaz #127

All indications are that this is a great unit. Many boat owners have installed AC units with heat, but they require 110v shore power. This unit will keep you comfortably warm even on the hook. Let us know how the install goes. -Bill

## From the Internet:

### Whisker Pole

Dear Bill:

I have decided to invest in a whisker pole for downwind. Asking around it seems a track on the front of the mast makes sense with the sliding ring. The real question is pole size. Our C310 really fit both the 8-14 model and

the 10-18, using Forespar info from the catalogs. Has anyone gotten one for the 310? What size? Work well? Thanks for any feedback. -Bill Schaare Hull #112 Havre De Grace, MD

Bill:

I bought the Forespar pole for mine. I put the mast track on, and the sliding ring. I've only used it once so far, but that time it worked very well. -Doc "Hydrophilic" Hull #191

Bill:

I would recommend going with the heavier pole. I assume that that you are sailing in the Chesapeake where the wind can get pretty brisk. The larger pole also allows you the flexibility to pole forward and sail further off the wind. -Bill Lewis

## Radar Mounting

Bill:

My new C310 was formally ordered last week, and I have decided to contract a local Marine Electronics Company to install all the electronics rather than by Catalina's designate at the Florida factory. I will be ordering the new Raymarine SL series radar/chart-plotter, and I am uncertain where to mount the radar antenna. I would appreciate any opinions regarding mast versus stern pole mounting. -Art Freedman

Art:

Mast Mount — Pros: More height, which equates to theoretically greater distance. Cons: More weight aloft, possible jib chafing, and, unless you get a leveling mast mount, diminished distanced due to heeling.

Stern Mount — Pros: Garhauer Marine makes a stainless pole with a levelable antenna mounting bracket and you can add their outboard motor davit to the pole for a modest additional cost. Cons: Less distance due to lower height. -Ron Killian 'S Mine #86

Art:

I bought a 2002 C310 a year ago. I had the Catalina dealer install all the electronics. That way they covered all the warranties on all the equipment. For the radar system I had them do a stern mount. It's on a pole that fastens at the stern and attached to the back stay. The mount swivels when the boat heels, that way it always stays parallel with the water line. I like the system and have not had any problems with it. -Roger

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## Moving My Boat – The final Chapter

*My boat made it safely to the west coast thanks to Moser Yacht Transport. I am safely docked in Ventura and the boat was unscathed by the road, though certainly dirty inside and out. We had the boat put back together and properly tuned with two days of effort by my wife and I. Our shake down cruise took us out to Anacapa Island in a seven to 10 knot breeze and our C310 was strutting her stuff. It felt good to have salt water and a swell under our keel again.*

*Now it is back to the business at hand. Much of the material that I present here is a combination of questions and answers from the sailnet chat line as well as some questions that come directly from readers such as yourselves. The responses are generally some combination of mine as well as others input. I welcome and encourage all input.*

## Making Space

I was looking for a better way to access and use the space under the aft berth. As a result I cut all of the storage cover boards so that I can remove just the forward part of each one. The cut runs side to side and matches the split between the two sections of mattress, only one mattress has to be moved. This greatly facilitates getting into the storage areas, raw water strainer, packing gland, etc. I thought I would have to reinforce the cut edges somehow but now I don't think that it is necessary. Our Commodore, "Doc" Quade, slept in the aft bunk for three nights and didn't fall through to the bilge. *—Ron Killian, Hull #86, 'S Mine, Secty/Treas. C310 IA*



Excellent idea, I did the same except that I fastened a 1x3 to the underside of the mating edge of the aft board for reinforcement. It sounds like it was not necessary, just my structural engineer's background. *—Bill*

## Prop Talk

Regarding the Universal engine vibration issue, has anyone experienced this with the three-blade prop? The show reps told me that using a three-blade prop would normally clear up the issue, assuming there are no alignment problems.

For inland sailing, not racing, is \$1,500 for a folding prop worth the gain in performance and increased thrust? Anyone have an experience? *—Ed Boudreau*

The consensus seems to be that a three-blade prop produces less vibration than a two-blade prop. I have the three-blade prop and enjoy good thrust under power and minimal vibration. The three-blade will obviously produce more drag than a fixed two blade or a feathering/folding prop, the impact of which I have felt on the racecourse.

With the feathering/folding prop you can expect to pick up a 1/2 knot of speed depending on the conditions. You can also expect to reduce your ability to back your boat. If you are a racer or long-range cruiser the investment may be justified. Beyond that it becomes a personal choice as to whether it is worth the money to make the change. *—Bill*

## RAM Mike Installation

Would any C310 members, who have a RAM Mike in the cockpit, please comment on where it is installed and if it on the pedestal whether it causes compass deviation. Voyager Marine has advised that it not be mounted near the compass. *—Art Freedman, Hull #227, Ivy Girl*

The common wisdom is that mounting on the pedestal or pod is the most convenient and most common approach to mounting the RAM Mike. Some others have mounted their mikes in the cockpit on the combing and down in the well, but they admit that it gets in the way sometimes. Mounting anything metal or electrical near the compass will affect the compass. It is a rare case that a compass experiences no deviation when mounted in a boat. After all of your electronics are installed you need to create two deviation charts, one with everything turned on and another chart with everything turned off. You may be surprised at the amount of deviation of different headings. With this deviation chart information you can easily adjust your course. *—Bill*

## Adding a Midship Cleat

The midship cleat is a big deal with me. Even before I bought the boat I met Gerry at a boat show and told him my concern about the absence of a midship cleat on a boat of this length. He stated I could use the Jib Track to mount a cleat if needed. That was not the answer I was looking for. Hopefully, Gerry at Catalina will remember this problem when they design boats over 25 feet in length. However, the annoyance with this problem every time I dock is minimized by the joy of sailing a C310. *—Steve, Hull #204, All Systems Go*

Your comment has sparked much debate and interest on whether or not the midship cleat is necessary and how to install one. When docking between two full-length fingers a midship cleat is not critical, but when docking at an end tie or the fuel dock or with a lot of wind and current, the midship cleat seems indispensable.

The simple answer is a cleat that mounts on the genoa track. The installation is simple and adjustable, but leading the spring line in such a way as to miss the stanchions and not chafe the toe rail presents a challenge. Another concern is snagging a sheet on the cleat, though they do make a cover that bungies onto the cleat. Others have indicated that they run the dock line through the jib fairlead that is already in place and adjustable.

Still others have analyzed their boat decks looking for an adequately supported area to permanently mount the cleat. Finding a spot that is ready to simply receive a couple of holes and a cleat bolted to it is very unlikely because of the reinforcing that is required to properly support a cleat. The bow cleats and stern cleats are mounted into molded in aluminum plates within the hull.

This brings us to Catalina's solution. Upon request by the owner they have designed and constructed a properly reinforced midship cleat located along the toe rail, properly reinforced and matched to the boat. Placement of midship Cleat by Catalina at Key Largo on Ivy Girl, Hull # 227, cleat placed on base outboard of aft lower chain plate. *—Bill*

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## Making Space

On Allez-y! we were forever hurling the bar soap onto the cabin sole. At dishwashing time we were removing the trash can under the sink to go looking for the dish soap bottle only to find that it had dropped into the bilge. The solution in both cases was to install a liquid soap dispenser at each sink.



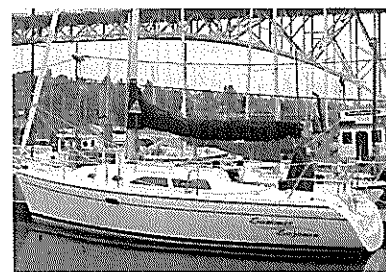
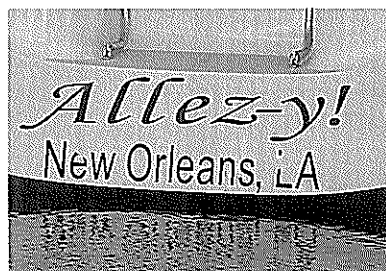
I ordered mine from Delta Faucet Company because they made a good brass unit with a large soap container (Model RP1001 from [www.faucetdirect.com](http://www.faucetdirect.com) for about \$25.00). I drilled a 1" hole through the countertop at each sink. At the sink in the head I drilled my hole at about 10:00 relative to the sink. At the galley sink I drilled my hole at about 01:30 relative to the sink. I suggest confirming that the area is in fact clear of obstruction before you drill. The counter has a wood core so you will want to coat the exposed wood with epoxy to seal it against moisture. Place the dispensing unit in the hole; use a clear silicone sealer around the base flange and install the retaining nut. The container can then be threaded onto the dispenser from below.

I like this unit because you fill from the top without having to remove the container from below. I filled the soap container in the head with hand soap and the container in the galley with dish soap. This set-up is very convenient and takes up no useable space. I cannot say that I miss that thud when I go over on port tack. —Bill

## Boat Documentation and Naming

The direction sheet for documented recreational boats specifically states; "the Boat Name and Hailing Port must be together." Most of the C310 and C320s have the boat name on both stern quarters with the hailing port on the transom smile. If the name was placed above the transom platform on the vertical below the cockpit floor, it would tend to get beat up in normal use. I would appreciate any input from C310 owners who have documented their boat. —Art Freedman, *Ivy Girl*, Hull # 227

According to the USCG National Vessel Documentation Center applying the boat name to either the transom or the stern quarter is acceptable, but the port city and state must be displayed with the boat name. That said, if you look around the marina you would find examples of both applications. I have both name and port on my transom.



Summer Sojourn has the name on the stern quarter and the port is on the transom. You may see some boats with the name on the bow quarter; this application is reserved for commercial vessels.

I have heard, from owners of documented boats, that they are configured similar to Summer Sojourn and have never been questioned by the Coast Guard. Consider that most boats also carry a state registration number on the bow. With the state registration clearly visible the USCG would have no reason to be concerned about your boat name and hailing port.

Sizing the letters becomes another facet of this process. Personal taste, the

amount of room available and the length of the name dictate size. If you are going for the stern quarter application, do not forget about the port light on the starboard side, it is approximately 53" from the transom. Larger letters are going to be more readily readable, but the range seems to be between 4" and 12" in height. All letters must be a minimum of 4" high.

That begs the question of how to apply the letters. Having the graphics applied by a professional using paint is probably the most expensive and difficult to maintain, though the result may be very elaborate and original. The more common practice is to order your graphics from a vendor (there are lots of them listed in the various sailing rags and on line). You can work out your graphics with the vendor on their computer and they will create a good quality vinyl graphic ready to be applied to the boat. Be sure to use the highest quality exterior grade vinyl.

The application can be done by a professional or, with a little patience, by yourself. I ordered mine from a company that gives you the graphic mounted face down on a film. To prepare the surface simply clean the area with a mild detergent to remove all dirt and oil. Using masking tape along the top edge of the graphic place the graphic on the hull in the location you have selected. Check for interferences, swim step, etc. Spray the graphic and fiberglass with a water/soap mixture (1 drop liquid dishwashing soap to 8 oz. Water). Using a squeegee apply the graphic to the fiberglass. Now comes the tricky part, you need to gently peel the film back leaving the graphics in place on the fiberglass. It was all pretty forgiving and the end result is great. Once the film is peeled away gently dry off the graphic and allow it to dry. I did mine while the boat was in the water, it would probably be easier on dry land. The graphics have held up well over almost 3 years of use. The only mistake I made was not accounting for the swim ladder pads and the location that they come to rest when the ladder is deployed. —Bill

## Dodger Decision

In 90 days I will be ordering my new C310 (can't wait). As all of you know, the anticipation and planning for what to add is at least half the fun. Because we will be sailing in Texas I am 100% on a bimini top at this point, still thinking about factory vs. after-market. I am a bit conflicted on the issue of installing a

dodger. We love to sail in all kinds of weather, so the idea of protecting the open hatch and keeping dry in the cockpit is very attractive and the dodger install I saw at the Chicago Boat Show was very attractive, given the C310's size. If I could have some feedback on any issues of accessibility, visibility, sheet handling or others that you feel may impact on a "dodger decision". —Ed Boudreau

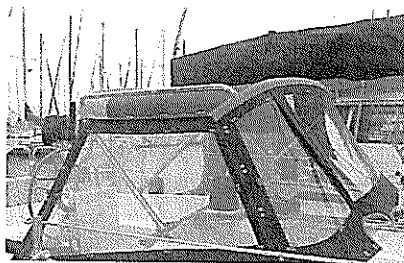
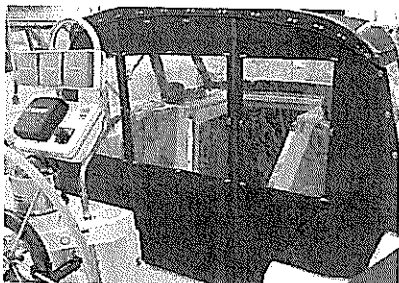
Responses to this question range from the Dodger being an absolute necessity to it not being required at all. It depends on where you cruise, what your preferences are for comfort and how you use your boat. It is very good at keeping spray out of the cockpit and allowing you to leave the hatchway open for ventilation. However, the visibility is somewhat reduced when looking through the dodger, especially in rain or spray, and anyone under 6 feet tall will have a hard time seeing over it. Finally the handling of lines becomes more cumbersome, especially the traveler control lines which require vertical movement out of the cam cleat and the port jib sheet which tends to get hung up under the edge of the dodger.

If you don't have an excellent canvas guy locally, so you can watch his work and make minor design suggestions, go with the factory.

Some Features to consider:

- Head Room, you want to be able to stand up in there
- Good extension into the cockpit
- High quality large nylon zippers
- High quality "Sunbrella" fabric
- Removable or operable panels for ventilation
- Matching fabric covers for the clear panels
- A strong frame with handholds mounted outside on top to port and starboard
- Insert for closure between the dodger and bimini

An excellent example can be seen in Ron Killian's 'S Mine. He has had a back curtain made with windows and flaps and zippers, etc. to create an



enclosed space under the dodger. He carried the dodger aft approximately 6" more than the norm, creating a more useful amount of space. You can get out of foul weather and sit in the enclosure steering by remote autopilot. Note that the handholds are right where you need them. —Bill

### Rigging the Boom and Main

Our first launch of our C310 is coming up. The boat was in the water and ready to go when we bought it last year. We would like to do as much as we can on our own in order to learn and save some money. How hard is it for 2 people to install the boom. Any suggestions are appreciated. —Brian O'Conner *Ganymede, Hull # 151*

The boom is simple to install. One person can do it, but two is even better. Assuming that you have enough topping lift, without the Dutchman system connected, simply support the aft end of the boom with the topping lift. Connect the gooseneck to the mast. How you connect it will depend on how the boat was decommissioned, but generally it is matter of reinstalling the bolt through the boom clevis and into the bracket on the mast.

The main sheet is then rigged from the pad eye on the portside deck, up through the forward port block on the boom, down through the port Sheave on the traveler, up through the aft block on the boom, down through the starboard Sheaves on the traveler, up through the forward starboard block on the boom, down through starboard fairlead block, through the outermost Sheave of the starboard line organizer and on to the clam cleat by the starboard side winch. Attaching the boom vang is a bit tricky. First attach the mast end of the vang by bolting through the hinge on the lower end of the vang (the end with the control line). If the lines were secured so that it is approximately the correct length, you can move the boom up or down a bit to get the bolt through the bottom hinge on the boom. This is where the extra hands help, one person moving the boom as the other

adjusts and bolts the vang in place. Reeve the vang control line through the turning block at the base of the mast, back through the starboard line organizer and through the clutch on the starboard side.

Then the fun begins, rigging the mainsail and the Dutchman system. If all was done correctly you should be able to slip the boltrope in the boom, slip the slides into the mast track and untwist and connect the Dutchman lines to the topping lift (which should now be able to be slacked off because the boom is being supported by the spring loaded vang). Clean and lubricate both the mast track and sail slides before hoisting. —Bill

### Bleeding Fuel Lines

Apparently the engine on my 2001 Catalina 310 is "self-bleeding". As far as I know below is the procedure for bleeding the fuel lines. Any comments or suggestions would be helpful.

- 1) Run the engine (about 20 minutes)
- 2) Change the fuel filter
- 3) Run the engine until the air in the system causes it to stall
- 4) Repeat until engine runs uninterrupted for a long time (about an hour)

This seems too simple. What am I missing and what can go wrong if I screw it up. —Brian and Erin O'Conner, *Ganymede, Hull # 151*

The Universal M25XPB is in fact "self-bleeding", making it even simpler than you describe. Both personal experience and the mechanic's experience have it as simple as changing the fuel filter and crank the engine a couple times to start it up. I generally warm up the engine prior to this activity because I am usually changing the oil at the same time. If you look at the engine, you will see a fuel supply and return line going back to the fuel tank and the fuel tank is higher than the engine. This fuel line configuration together with the electric fuel lift pump allows easy starting even after a filter change.

In the event that you do need to bleed the engine the "Universal Operators Manual" provides the following procedure: "Loosen all the high pressure injector lines (not the injector) and crank the engine starter motor; as the fuel spurts from between the nut and the line, tighten the injector lines in sequence and then tighten the bleed screw." —Bill

### Christening the Boat

The day I've been waiting for all winter is finally approaching. Blowin' in the Wind will finally be commissioned this coming week. It is our first boat, what has everyone done about christening the boat and launching it? —Robert Craig, *Blowin' in the Wind*

Congratulations on your new boat, you will love the C310. You pose a great question to which there are many answers. The tradition of christening has its roots in history with the Viking ceremony in which a slave was lashed to a new ship in such a way that when the ship was launched he would be crushed to death. The Vikings believed that all manmade things would ultimately take a life. By this process they were able to select the life taken and sail safely on the vessel. The Tudors civilized the act of spilling blood in the 1600s with a ritual that had a king's lieutenant seated on the poop deck of the new ship. As the ship was launched he would take a sip of

involved. He suggests that it is customary to say a few words as part of the christening, something like; "In the name of God and all the sailors and vessels who have gone before, and calling upon Neptune, lord of the sea, and Aeolus, lord of the wind, we hereby christen this vessel "Time & Tide", and ask you to bless this vessel and all who sail in her with fair winds and seas."

Others have thrown tradition to the wind and taken different approaches. Bob James on Winter Dream'n spent the night on the boat and drank the bottle of bubbly. The next night they celebrated with a fancy meal just down the river at a "fabulous French restaurant." For the Anie O'Dea, Bill Babbitt broke a bottle of Irish Whisky on the bow. Tom and Connie Trublood tried to pour the champagne over the bow, missed, but had their glasses ready and saved 100%. Gary Malcolmson on Rhythm had a christening party with several

A couple of interesting Internet articles on the subject can be viewed at:

[www.tsm-elissa.org/newsletter/2002mar.pdf](http://www.tsm-elissa.org/newsletter/2002mar.pdf)  
[www.nn.northropgrumman.com/reagan/frmchristening.htm](http://www.nn.northropgrumman.com/reagan/frmchristening.htm)  
[www.commanderbob.com/art19.html](http://www.commanderbob.com/art19.html)

wine from a gold chalice and speak the ship's name, wishing it good luck. The goblet and remaining wine was then tossed to the sea. The wine represented the blood of Viking lore. It has since become the belief that this sacrifice into the sea is for Neptune. Other accounts would include Aeolus, god of wind, as a beneficiary of the sacrifice. Practicality over time dictated a bottle rather than a gold chalice and the lawyers drove us to put the bottle in a mesh bag and tie it off to the ship's bow lest a stray bottle or piece of glass hit an innocent bystander. Ancient history had this tradition performed by men, but modern history has it performed by women.

Paul on Time & Tide feels that you should not be too cheap on the brand of bubbly, lest you offend the gods' sensibilities. He suggests just popping the cork and pouring liberally over the bow and into the water. According to Paul gods award extra points if a virgin is

good friends. They put the champagne bottle in a pillowcase, wore a leather work glove and broke the bottle on the anchor. They made sure to get the champagne on the bow, but mostly into the bay (for Neptune and friends). They enjoyed glasses from another bottle and made several toasts. Interestingly enough, not that they are superstitious, but their boat is a 2003 model, hull #230 and the christening was held at 2:30pm on the 23rd day of the month.

You can buy faux champagne in a bottle encased in a net at WM for the boat and a bottle of the good stuff from your favorite spirits purveyor to share with friends (and drip a little on her bow). If you want to use the good stuff the secret to not bending the anchor roller or other hardware or denting the gelcoat is to score the bottle with a glass cutter in several places and place it inside a stocking to contain the glass shards. —Bill

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- *Unique Cruising Areas* with detailed info on places not covered in the Glossy Mad Ave. Mags
- *Galley Up* recipes and provisions for cruising far beyond the grocery store
- *Who Says She Can't Say That* where Mel Neale who tells it like it is from the woman's perspective after years of suffering—or living—aboard with Tom (who said that?)

The editorial offices are aboard a 53ft. motorsailer which voyages around 5000 miles a year in the cruising area it serves. (Its business office ashore has a toll free number: 877 277 4628. The publisher and editor, Tom Neale, creates each issue aboard, underway, and writes for it, as does his wife, Mel. They both began cruising in the 50's, and in 1979 left their shoreside professions and moved aboard to cruise full time. Since then they have been on the go cruising continuously in this area. Tom is also the Editor at Large, On Watch columnist, feature writer, and Boat of the Year judge and Coordinator for *Cruising World Magazine*, as well as Contributing Editor for *Southern Boating* and author of two books. Mel is Field Editor for the *Waterway Guide*. They both lecture extensively on this subject area throughout the US. The many others who write for *Cruising Coast and Islands* are cruising themselves, or going through the experience of preparing for it. Recommended by *Practical Sailor*. *Cruising World* said, we "love it."

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