

PACIFIC OFFSHORE RIGGING

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Rigging Inspection

January 7, 2011

On January 7, 2011, I visually inspected the mast, rigging and related hardware on the 1988 Catalina 34, "Pau Hana. The mast had been pulled back in 2006 and painted. The standing rigging, running rigging and electrical had also been replaced. The vessel has been maintained very well since that time and no structural problems were found. There are several things that can be changed that will improve the handling and performance of the boat. These are discussed in detail below.

- The Hood 800SL Genoa roller reefing system was difficult to furl. This was being caused by inadequate halyard tension. The 800SL system relies on the halyard to pull the drive unit up and stabilize itself against the tie-down shackle. With the halyard slack, the unit was rotating and this caused the furling line to bind against the cage. From the cockpit it was very difficult to get the necessary halyard tension. This is being caused by excess friction on the halyard as it leads from the mast base back to the winch. The deck organizers and fairleads as installed by Catalina create the majority of the friction. To correct this situation will require a complete rework of the deck hardware. In addition, the port halyard winch mounted on the cabin top has been over-loaded and has some structural damage. An alternative to the existing system would be to move both the winches and stoppers to the mast.
- The mainsail halyard suffers from the same friction problem as the Genoa halyard. I suggest for the time being the main halyard gets jumped from the mast while the slack is taken up on the winch.
- Currently the Genoa furling line leads all the way aft and turns 180 degrees thru a Harken cam block. This turn is causing increased friction. I suggest installing a rope-clutch mounted on a car to the outboard track between the gate stanchion and its brace. Just aft of this clutch a car mounted block will allow the furling line to be pulled and locked while facing forward and keeping the line from making the 180 degree turn. The forward most fairlead block for the furling line needs a stand-up spring to stabilize the block when it is not loaded.
- The life lines had no cracked swages or broken strands. The threaded toggle forks on the front end of the gates need to be dismantled cleaned and reassembled with loctite. They are slowly unscrewing.

- The Lewmar winches, except for the port cabin house winch are in good condition. They can all use a good cleaning and lubrication.
- The cams for the mainsail traveler controls need to be replaced. They have been stressed and the return springs are shot.
- The mainsail reefing system is not complete. The simplest way to complete it would be to add a 5" cleat forward on the starboard side of the boom. Next place a reefing hook bolted to the gooseneck replacing the existing tack pin. Install a pair of stainless rings webbed thru the existing reef tack grommet to secure on the reef hook. Finally, install a line, approximately 25', run through the existing track mounted car back aft for the clew line leading thru the sail forward to the cleat.

If you have any questions regarding the above, please give me a call.

Respectfully,

Fritz Richardson
Pacific Offshore Rigging