



MANTA WORLD



The Virtual Newsletter for Manta Enthusiasts

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REPORTS & UPDATES

FUN AT PUNTA GORDA

With five Mantas in Punta Gorda, the largest community of Mantas anywhere, there is always something going on. This summer we took Go Lassie Go out for the Isles Yacht Club fleet review. Note the smartly dressed crew on the starboard side rendering a hand salute to the



commodore. Also note the bagpiper on the hardtop. If it looks like a Scottish military salute, it is. Soon after this photo the piper was piping that old Scottish tune Wild Mountain Thyme, AKA Will Ye Go Lassie Go. That was just another day in Punta Gorda.

Larry and Stephanie Steward- GO LASSIE GO

5 MANTAS MEET IN PORTSMOUTH

On Sunday, October 21, 2001, we had the pleasure of hosting an onboard party of five Manta owners at the Tidewater Marina in Portsmouth, VA. Here's how it came about:

We had been in email contact with Bill and Chris Beach of Norfolk who bought Beach Magic, Hull #1, three years ago. They had requested membership in the Mantatech group and, as usual, Amy asked about their connection to Manta, just to be sure there was a legitimate interest. Well, buying that early boat was more than enough of a credential. We told them of our plans to transit Norfolk on our way south. They graciously invited us to visit and offered us information on Norfolk and environs.

When we told Bill and Chris we would be arriving on Sunday, they agreed to come over to the boat, even though their weekend and the latter part of the previous week were a whirlwind of activity. They essentially run The Great Chesapeake Bay Schooner Race, an annual event, now in its 12th year, in which over 40 boats race from Baltimore to Norfolk as part of their annual migration to the southern charter waters.

We arrived in Portsmouth at about 1:30 PM, and called the Beaches who scheduled a visit for 3:00 PM. As we were docking, Jon Brein of Paragon hailed us, saying he would be anchoring just off the marina at Hospital Point. We immediately invited him, Elma and their two children to join us. Then, after no contact for well over a year, we heard Patriot's Day, Hull #56 on the radio, hailed them and discovered that they, too, would be anchoring off the marina. Another invitation went out to Bill and Terri Gwynn.

We had about an hour to scurry around, putting what order we could on our live aboard (with Sarah, our 7-year old) boat. Thankfully, we had been socializing during the previous week with Dave and Anne Rullman of Windward Mark, Hull #28 at their dock in Breton Bay off the Potomac River. So the boat was in pretty good shape for a party. When the Beaches showed up, they said they had also invited George and Nina Treiber of Manta, Hull #0 currently on the hard in their backyard, being rehabilitated. We had the magic number of 5 Manta owners, and eligible for an article in Manta World!

The goodies showed up with the people – sausage, cheese, crackers, nuts, wine, rum, and lots of ice. There were, as you can imagine,

intense discussions of the innovations on our Manta 42 with which to inspire the Treiber's and Beach's who are hard at work on their early hulls. All in all, we were pleased that we had this opportunity to meet both these new as well as long-standing Manta friends. We are a group of savvy boaters who have chosen a great boat.



The people in the picture are, from left to right: Bill Gwynn - Patriot's Day, Mike Woolf - Side by Side, George Treiber - Manta, Jon Brein - Paragon, Bill & Chris Beach - Beach Magic.

Miike, Amy and Sarah Woolf - SIDE BY SIDE

LITTLE BAHAMA BANK RESCUE AT NIGHT

On Tuesday night at 7:30pm, we were eating the fresh mackerel, we had caught that afternoon, and Sandy swallowed a fish bone that got lodged in her throat. After getting some medical advice from a doctor via ham radio, we decided to call Bahamas Air Sea Rescue Association (BASRA). Our friend Reg Smith at West End happens to be on the Board of Directors of BASRA. Via VHF radio, Reg coordinated the BASRA sea rescue. We were 2/3 of way between Great Sale Cay and Mangrove Cay, two uninhabited islands, and the seas were very choppy.

At midnight, BASRA found us and offloaded Sandy onto their 25 foot whaler. It was a stand up E ticket ride with just a little moonlight. These young men were terrific. It took them approximately 1 1/2 hours to arrive at the ambulance rendezvous point in the Grand Lucayan waterway.

Kim was left on his own in the dark, navigating back to West End. He had to slow the boat down to prevent him from reaching the dangerously shallow Indian Cay channel before daylight. He got no sleep and had been up since 7am the day before. His visions of Sandy's throat being sliced open kept his adrenalin going.

By 2:15am, Sandy was in Rand Memorial, Freeport's Hospital. The x-ray didn't show anything, nor did an examination. At 4am, an RN convinced Sandy to eat Bahamian bread and lo and behold after the first swallow the bone dislodged. She slept in a hospital bed till 9am when Kim and Reg found her. What a night!

On Thursday night we were back at the Great Sale Cay anchorage and believe it or not, we ate the fish leftover from the night before. However, we both were extremely careful. Figure we'd follow the old adage of if you fall off a horse, get back on....

Sandy & Kim Davis - CHIEFTAIN SEAQUEL

HAULING OUR MANTA AT MARSH HARBOUR

We had a very good experience with a haul out at the Marsh Harbour Boat Yards, Ltd. in the Abacos. They are located at Calcutta Creek, about a mile SW of Boat Harbour and can haul boats up to 85 tons and 25 foot beam. Entry is easy; there is a dock you can tie up to, to wait

for haul out. Service was professional and very accommodating to our requirements. We were back in the water one day earlier than promised with all work completed in fine fashion. Cost of the haul out and blocking was \$320.00. Pressure wash: \$60.00. Labor for two coats of bottom paint, including light sanding was \$450.00. Total cost for two coats of ACP 50 was less than \$2000. We had some very professional machine shop work done on site. You are allowed to do your own work and they will rent power equipment such as buffers, sanders, etc. They are improving their dry storage capability and we plan to have some tie downs put in for our Manta for hurricane season. A decent marine store is on site with prices considerably better than B&D Marine downtown.

Bob and Midge Gray – BOBCAT

EDITORS NOTE: Harbour View Marina in Marsh Harbour can accommodate several Mantas and they keep an eye on your boat. When Hurricane Michelle passed to the south, they secured all unattended boats. Magic had no damage with winds up to 80 knots.

S/Y ROMANCE

In #3, we reported that Romance, Hull #66 came to grief on the Grecian Rocks. She has now been fully restored and upgraded. She is at a dock in Marathon and Barry & Cheryl Corbett will be sailing her up to Pt. Charlotte, which is going to be her home base.

NEW GADGETS & TOYS

GLOBALSTAR SATELLITE PHONES

The price is reasonable. You can buy a handheld Qualcomm Satellite/Cell phone combo with a data cable connecting to your serial port at 9600 baud from Globalstar www.globalstar.com for \$960. Magic's unit takes ~1 minute to get into the a website and ~1 minute for every screen change. Cost per minute to the US is \$1.49 at the \$25/month rate plan, going down to \$1.09 at the \$100/month plan. The cell phone part can be registered and used with any analog or digital service in the US and abroad.

IRIDIUM SATELLITE PHONES

Iridium is back. The successor company is selling handheld Motorola satellite phones for as low as \$600. The data rates are a bit slow 2400 baud, but you can call from anywhere in the world to the US for less

SERVICE BULLETINS

MANTA SALON WINDOW LOUVERS

Fiberglass louvers are now available for the Salon windows. These louvers will shade and protect the salon windows, while allowing very good visibility from the interior. The reduction of heat on the interior is substantial as compared to other alternatives. They can be retrofitted to any Manta and can be shipped. They come with complete mounting hardware and instructions. Cost\$2500. Manta has put a lot of effort into the design. These are composite and foam construction, very durable, and should last a lifetime. Pat Reischmann highly



recommends them. They look good and are very functional.

MANTA SALES & SUPPORT

Pat Reischmann will be leaving Manta Enterprises Inc. Effective January 1, 2002, he'll be the new Vice President of Marketing and Product Development at Sailtech Design Inc. Sailtech is a public

ALERTS, IDEAS, IMPROVEMENTS & TIPS

COOLING SYSTEM – WINDWARD MARK

You may recall reading in #4 about our trials and tribulations with barnacles in our heat exchangers. Steam in the exhaust was the initial symptom; however we corrected all those problems while in the Bahamas. Now, after returning to the Chesapeake, we had steam again in the exhaust. No barnacles this time! With the help of an infrared pyrometer (Minitemp by Raytek, Garrett Wade Tool Catalog, item #26B10.01 \$99, (800) 221-2942), plugged exhaust elbows were quickly identified as the problem. They were full of carbon, corrosion,

S/Y AMADA

Martha Cebrian and Ralph Campbell sailed their Manta in the South Pacific and wrote about it in an earlier issue of Manta World. We are



sad to report that Martha died of a heart attack on March 10, 2001 in Rio De Janeiro, where she and Ralph were enjoying Carnival. For fifteen years Martha knew she had a heart murmur, but that didn't stop her from living an adventurous life. She quit her job as medical director of pediatric care at All Children's Hospital in St. Petersburg to sail around the world in Amada with her husband Ralph. Surgery had been planned for after the completion of the trip. Friends describe her as a warm and generous person with a passion for everything she did. She will be missed. Ralph has returned to Amada and will continue his adventure.

than \$2/minute. The only contact we can offer is forkit01@aol.com You can also try www.iridium.com

BROADBAND INTERNET ACCESS VIA SATELLITE

The new broadband satellite links from www.directpc.com, (\$600-\$900 & \$70-80/month), that do not require a phone line, are only sold with professional installation included. The reason cited was that the antenna aim is very critical. So the system designed for the home is not usable for boats. However, KVH plans to introduce a marine version with 3-axis automatic tracking next spring. The price is rumored to be in the \$8-12,000 range

company located in Bradenton Fl. and has developed a proprietary technology to produce hybrid aluminum yachts. Designs include a 50ft sailing catamaran, and 35' and 45' power cats. www.sailtechintl.com changing to www.sailtechdesign.com after January 1.

Manta Enterprises Inc. has appointed Chesapeake Catamaran as the new dealer in Annapolis Md. Starting next year, your sales contact will be Bob Ramsperberger at 866/286-2682 (toll free).

Customer service issues should be directed to Millard Schindler at 727-821-6979. Millard indicated that everything was going well with the new manufacturer DMG. Hull #73 was launched in Oct. and is awaiting sea trials and owner checkout. Hull #74 should be launched any day. The new Mantas have Crash Bulkheads similar to the ones in the bow and all stainless steel ports. Millard indicated that DMG could eventually produce more than 1 Manta per month.

For Parts contact Cindy at DMG: 941 721-0889

NOTE: Bob Gray of Bobcat indicated that Mike Kiehls group at Endeavour is still providing him with parts.

Pat will continue to own Florida Catamaran Inc. and handle used Manta sales. He will charge Manta owners less than the customary 10% commission, since he considers anyone who has bought a boat from him a client for life. He also has the Sail Tech catamarans on his web site. www.floridacatamaran.com

service. Carry a couple elbow to exhaust manifold gaskets just in case. Volvo Penta part #861907 Gasket fits both old and new style elbows.

ADMIRAL'S SEAT – NINJA

Whenever we do get out on the water, the Captain, that's Ron, usually is at the helm with a great view forward. The Admiral, that's Janet, usually has to stand up or go on deck to see forward. This started a search for alternatives. We love the bench seat aboard Magic, but wanted to look for a temporary form of seating, something that could be removed when not needed. Our solution was a two-seat



hammock from the Hammock Source in Greenville, NC, we found in Charleston. We refer to this as the Admiral's bench for obvious reasons. We have to secure it from swinging while cruising, which is not the greatest look, but it works great and provides a very comfortable place for two people to enjoy the ride...out of the elements too. Does life get any better than this?

HYDROMATIC STRAINER – NINJA

Our Hydromatic self cleaning strainer has now been rebuilt by Groco twice. The first time was after an extended lay-up in Charleston, SC, with the AC on humidity management settings. We returned to the boat after approximately three months to a working Hydromatic but it was making such a loud grinding noise, immediate action was required. After looking for obvious causes, we determined it was something more than routine maintenance. The best guess of the Groco technician that worked on the Hydromatic was that the main seal somehow was breached and salt water entered the motor bearings. "Very unusual" he said. This is where we learned how much we depended on our AC for comfort. No Hydromatic, no AC.

The "alert" is reference the second time a rebuild was necessary. Again a second extended lay-up in humidity management mode, this time in Vero Beach. When visiting NINJA for needed maintenance, the Hydromatic was running perfectly - too perfectly - it purred like a kitten! A quick inspection found the stainless steel shaft totally corroded through and the basket full of uck! Once again, back to Groco. They seemed very surprised by this kind of a failure. They did install pencil zinc as a preventive measure. The contact at Groco is Patrick Scanlon (410-712-4242).

EDITORS NOTE: After 1 year, Magic's Hydromatic had a frozen shaft, popping its breaker. The cause was barnacle growth, probably because we use our AC only when docked, which is not very often. Cruising in the clean waters of the Caribbean, the Hydromatic seemed superfluous and an unnecessary maintenance liability. So we replaced it with a simple 1 1/2" pipe strainer.

LIGHTENING PROTECTION UPDATE – MAGIC

STRIKESHIELD: To protect against damage from a lightning strike, Manta offers the Strikeshield mast grounding system, Yachtguard surge protectors and a few other items (see #2, page 2). According to Carter at Gulfstream, three Mantas so equipped were struck. Hull #42-66, believed to be struck while in NJ, suffered GPS head failure and possibly radar display failure. Hull #40-36, struck while sailing in Tampa Bay, suffered loss of GPS fix. However, Dulce 3 suffered \$25,000 damage docket at Marco Island.

Our communications with Dulce 3, Carter at Gulfstream and Christian Laferriere at SEYLA Marine Inc. (Mfg. of Strikeshield) indicated that the Strikeshield's mast clamp is to be installed over the painted mast surface. This is a no-no, since the paint has a transient breakdown voltage (transient rating: the shorter the duration, the higher the breakdown voltage) as high as 10KV for nano second spikes. So when lightning strikes, the voltage on the mast has to build up to the paint's breakdown voltage, before the paint breaks down and the energy is discharged to the ground plate. With the clamp being installed over the paint, there will be a spike as high as 10KV on the mast. While that voltage is less than 1% of the total energy, it is enough to get into the electronics via the wires running up the mast and do lots of damage.

Your mast grounding system is your first order of protection and to make your Strikeshield fully effective, we recommend that you remove the paint from the mast surface before installing the clamp. Install it permanently, and seal it against the mast surface to prevent aluminum corrosion where the paint is removed. Then find a way to either disconnect the down lead or secure the ground plate to the trampoline when getting under way. The Strikeshield is a great idea and we trust it will eventually be redesigned, so that the cable can easily be detached and the clamp permanently installed and sealed.

EDITORS NOTE: The best solution, according to ABYC and the maker of Strikeshield, is a permanent installation; such as implemented on Magic.

See #3, page 5. Note we did not find knife switches. Instead, we installed .25 to 5A fuses (as small as possible for normal operation) in line with all wires exiting the mast support tube under the salon seat. However, being aware of what happened to Dulce 3, we are not sure the Yachtguard surge protectors will clamp down the DC bus voltage to 18V as claimed.

There is no absolute protection against lightening since the magnetic and electrostatic fields generated are awesome. However, damage to less sensitive components like, hulls, sail drives, alternators and refers is definitely preventable with good grounding of the exterior metal parts (mast, stays, railings, cockpit structure).

MAP DISPLAY – PARK PLACE

The initial 12-inch VEI (Valhalla Enterprises) screen that we installed and was shown in #4, has been replaced. The cases were made of a composite material and when they got warm the material would warp and break the seal allowing moisture inside. This moisture would then condense on the inside of the screen and make it difficult to read. The new cases are all metal and will not warp or leak. VEI also said that they are putting this new screen on some Navy Seal Boats. The only problem is that the case is larger than the old 12-inch case and will not fit in the same area. VEI offered to install the screen into a new case at no cost to us. Now the problem was where to put it. After considering many options we elected to make the console area larger to fit the new screen. We cut the old area out from the right side of the compass, the entire right end on the console was cut off, moved out about 4 inches on top, less on the bottom, and then filled in with fiber glass to fit the new screen. It took about 25 man-hours to finish the project. It was a lot of work but it looks good. If we were starting from scratch again, we would try to find a 10 to 12 inch quality daylight monitor, which would fit in the exiting space before doing all of this fiberglass work. But now that it is completed, we are happy with the way it turned out.



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SAIL DRIVE ELECTRICAL ISOLATION– MAGIC

A number of Manta Owners reported that their Sail drives are electrically connected to the engine block. Magic's are not. We actually used bypass capacitors to employ the Sail Drives as SSB ground (see #4). The resistance reading is in excess of 1000 Ohm. Since Volvo's manuals make the claim of isolation and grounded Sail Drives cause rapid depletion of the zincs, we recommend seeking repair under the Volvo warranty.

SHOWER SUMP PUMP – NAUTICAT

After 22 months of full time shower use the little Rule 500gpm pump was not able to consistently keep up. Water would overflow into the bilge despite regular cleaning of both the strainer & the pump base. Replacement with a Rule 800gpm has done very well. It empties fast & with a lower water residue left in the sump. It fits in the original foot of its smaller model. No more problems. It should be standard on new Mantas.

SPECTRA WATERMAKER PUMPS – MAGIC

After 900 hours, Magic's pump #1 was only producing 5 gal/hour. First we cleaned the membrane and then Spectra recommended measuring the salt-water flow out of the Clark Pump at the discharge side. A good

pump should produce 1.5 gal/min. Ours produced only .9 gal/min, so it needed replacing.

Our pump #2 has run 300 hours, measured 1.22 gal/min flow and produced 7 gal/hour. We bought 2 new pumps from Spectra, but replaced only pump #1, which producing 8 gal/hour again. We will hold off replacing #2 till its production is down to 5 gal/min.

FYI: The standard price is \$315 per pump, but Spectra graciously extended a hefty discount, because of the relatively new installation.

WATER TEMP & THERMOSTAT- WINDWARD MARK

Being obsessed with our cooling system, I installed water temperature gauges to keep tract of barnacles, strainers, elbows and what not. The key to this project is matching the temperature sensors with the gauges. Buy Volvo Penta part #827151 Temperature Sensor (\$38. each), this part is manufactured by VDO. I would source the gauges from VDO (part #310 207 Temp Gauge 250F VG, \$60 each) through a full service yard. (Mismatched brands of gauges and sensors do not work) The sensor fits into the side of the heat exchanger housing just above the alternator. There is a large hex plug in the hole. Reuse the

SOLUTIONS FROM THE MANTATECH GROUP

LIGHTENING PROTECTION - NAUSICAT

There is a good article in the "Southern Boating" August 2001 titled "Lightning Protection - How well does it work?". It is one of the sources of concise information we have come across. Thought you may want to check it out. In a nutshell: No system prevents or protects the boat. Disconnecting all wires running into electronic equipment "can" protect it. But we all know of loose electronics in the cabin that have been wiped out. Just last week a neighboring vessel lost a hand held computer lying on a table, without other significant damage. Our LP/PC was into the DC system (via a surge protector) & was untouched while most other stuff had their boards/chips blown.

EXHAUST ELBOWS - PISATAQUE

After 600 hours, my port engine began overheating. The exhaust elbow was almost completely clogged. Further investigation revealed that the starboard elbow had also become restricted. The Volvo technician recommended adding sea strainers. I opted for two large, brass, screw-on type strainers which are easily accessible for cleaning. \$400 parts and labor.

REPLY: Exhaust elbows are usually restricted because of carbon buildup from running the engines without enough load or too cool an engine

plug gasket on the temperature sensor; do not put anything on the threads because the sensor grounds through the block. Anyone interested in doing this project and would like some additional suggestions, please contact Dave on annebigred@aol.com or call (301) 997-0239.

After installation of the temperature gauges, I noticed how slowly the starboard engine warmed up due to the domestic hot water heater. A call to Volvo disclosed a strong recommendation for an in line thermostat Volvo Penta part #855844 (\$54.). It installs with two clamps in the water line that runs from the engine water pump to the domestic hot water tank. Of the two hoses attached to the top of the engine water pump, the hose on the right (closest to the alternator) is the hose to the water tank and the other is from the tank. Mount the thermostat about six inches from the engine water pump. Look closely, there is a little arrow stamped on the side of the thermostat that shows flow direction. The starboard engine warms up faster now, but still not as fast as the port engine.

running temperature. Do not idle your engine for long periods! Also advance throttle after starting to bring temperature up quickly.

Pat Reischmann

Register with MantaTec

Go to the Mantatech page at: www.egroups.com/group/mantatech

You will need to provide information like age, gender, zip code and an e-mail address along with a password. Then wait for the e-mail confirmation.

Caution: When you sign up, be sure to uncheck the box for the eGroups newsletter, thereby avoiding extraneous mail.

Confirmed members may post questions and answers that get distributed to all Mantatech members via e-mail by simply sending an e-mail to: mantatech@egroups.com

NOTE: Personal information will not be available to other members. Your e-mail address will only appear on the list, if you choose to post a message. Otherwise, you can just lurk and read what's going on.

FROM THE EDITORS

2001 AWARDS

This is the last issue of 2001 and so it's time to present the awards for Best Article, Best Improvement and Best Report of 2001.

The "Best Improvement Award" was won by the crew of **Windward Mark** for the precise, detailed description of engine cooling problems and their solutions in #4 & 5.

The crew of **Tropi-Cat** won the "Best Report Award" for their report titled "Cruising the ICW" with a picture of a bathing elephant (#2, page 3). Our "Best Article Award", was won by the crew of **Feng Shui** for the 2 page article "Cruisers Perspective" in #3.

A plaque similar to the one shown comes with all 3 awards. The first 2 awards come with a check for \$50 and the Best Article Award with a check for \$100. The choice for the Best Article Award was easy, but it was difficult for the other two, because of so many excellent submissions.



MANTA ENTERPRISES

We trust, we speak for the Manta Owner community when we say that the departure of Pat Reischmann is a sad event. Pat can take credit for having spearheaded the evolution of the Manta from the original 38' design to the latest Manta 42 model, now one of the most state of the art sailing yachts, multihull or monohull. Furthermore, Pat was the one

who made sure that all the equipment was installed correctly and timely before delivery.

So let's keep our fingers crossed that Manta Enterprises can keep up with the state of the art and that new owners will continue to get the service we are all used to.

Pat, we wish you the best in your new position of Vice President of Marketing and Product Development at Sailtech Design Inc.

WANTED: A MANTA WORLD REPORTER

To bring you the best reporting possible, there are occasions where a phone call to Manta Enterprises, other suppliers or to another Manta owner is required. Since we are cruising offshore most of the time, our phone calls from the Bahamas tend to be expensive. So we are looking for a helpful soul, who could perform that function a few times a year. Willing candidates, please contact us at magicmanta@aol.com.

Vote "yes" for Manta World 2002

All current subscriptions expire with this issue (see #3, page 6 "Subscription Rates"). We are ready to continue for another year, provided you are pleased with Manta World and want to renew your subscription. Vote "yes" by sending your check to:

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And do it now. If 90% of our current subscribers say: "yes" by Dec. 11 (Will's Birthday), we will continue. If not, we will destroy all checks and inform you.

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Contributors of material published in 2001: \$15 All others: \$20
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