

The awning is fastened to the boat at five places; the forward corners are tied to the upper shrouds; the aft corners to the aft mooring cleats; the center of the aft end to the end of the boom. Light ropes permanently fastened to the awning would be convenient. Additional ties to stretch the awning on the whisker pole also should be provided. A side seam at the aft end to go around the whisker pole is a good idea, and the awning could also be made in the shape of a trapezoid for more shade.

### Wind Break

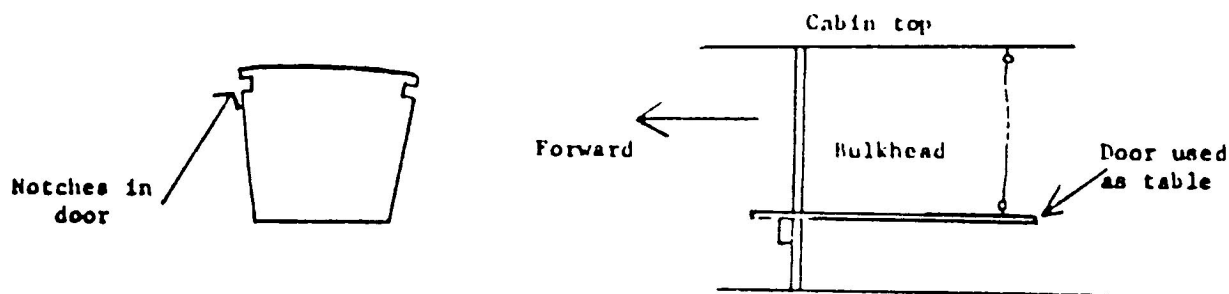
For the evening hours, when a chill wind may come up, a wind break is a useful accessory. This device is about two feet wide and seven feet long, and is attached by light line to the shrouds at deck level just forward of the mast. Some Cal 20 owners use the cabin floor rug for this purpose. This double-duty application is especially appropriate because the dimensions work out just right and the stiffness of rug material is helpful.

### Stoves

Stoves can run a gamut of complexity, depending on one's taste. Canned-heat (Stern) is satisfactory, but rather primitive. It will boil a pot of water in about five minutes. There are gasoline and bottled-gas camping stoves, which present some additional safety hazards, in comparison to the various "marine" alcohol stoves. Cooking under way is seldom desirable for the kind of cruising likely with a Cal 20. It is relatively easy to provide a sandwich lunch and a thermos of coffee and cold snacks in case of a long trip.

### Table

A good table arrangement, and one which presents no additional stowage problem, is to use the companionway door as a table. It can be notched to fit the cabin bulkhead and supported by blocks on the bulkhead or by a cord to the cabin top.



## III. NAVIGATION EQUIPMENT

It is easily possible to get into trouble due to poor navigation, when more than three miles from home, mostly because of fog — even in the nearly ideal conditions which prevail locally.

For local cruising to Catalina and other islands along the coast, a compass, charts, and an RDF are the minimum desirable navigation equipment. Many people do cruise to Catalina without an RDF in the summertime. Additional useful items are a hand bearing compass (which also may serve as a spare in case of damage) and a knotmeter (speedometer). But none of these items is useful unless used, and used properly.

### Compass

The compass should be checked for deviations and adjusted (compensated), or a deviation table made. Individual compasses vary, as well as boats. Perhaps the orientation of the keel when cast in the foundry has something to do with the differences in deviation among boats. To check for deviations requires that the boat be pointed in different known directions so that the compass error can be found. There is nothing mysterious about the process, although it requires some time and effort. Refer to Chapman's for an explanation of procedures to do the job yourself — or hire a local expert. Known directions can be found by consulting a chart: for instance, the Main Channel of Marina Del Rey is true north/south (note: not magnetic north/south). Then other known directions can be found by the use of a chart or a pelorus or equivalent.