Catalina 350



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Catalina 350 Hull # 333
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It is a pleasure to say that the C350 project articles and pictures keep rolling in making it a pleasure to do the Tech Editor job for the C350 IA. Please keep those smart phone cameras at the ready each time you visit your boat. You may spot a long forgotten modification that you could easily share with the other owners. It is becoming increasingly more common for editors and members from other associations to contact us for permission to print some of the great C350 projects or just to thank us for the great articles. We welcome all projects, modifications, or tips no matter how large or small it may be. Thanks to all members and owners for your continued support which has made the C350 Tech Section a very popular place to visit each quarter.

This issue brings us articles from Phil Zur and Dave (Maggie) Brown.

Phil Zur has written up and provided a photographic map of his full cockpit enclosure for your reading pleasure and enjoyment.

Dave Brown has submitted an article that describes two simple projects that help make our C350s more comfortable, the full aft water tank expansion fix, and a way to make the port settee storage compartment more friendly.

Please keep those articles and pictures coming our way. *–Tim*

Introduction of Bill Templeton

I'm not a "river rat" like my predecessor but as a kid in Duxbury, Massachusetts dug quahogs at low tide and learned to sail on a Beetle Cat when the water was in. I've owned sailing dinks, a Penguin…Lightning…..Bullseye…. Columbia 24 Contender…..Catalina 310….and finally our 350 *Makani Kai.* I've crewed on PHRF classes, E-Scows, a Barnegat Sneak Box and enjoyed…as they say… all the thrills all the spills and none of the bills. My wife and I have chartered mono-hulls and catamarans in the BVI, the Abacos and are scheduled to return to the BVI this coming January. With these varied experiences I have come to truly appreciate the Catalina 350 for her comfort, flexibility and sailing characteristics. I've always been hands on and am constantly "tweaking" *Makani Kai* inside and out. Tim Ryan and I got to know each other because his *Nora Clare* is hull #332 (yes, I tease him about owning an older boat) and when delivered the boats were next to each other in the dealer's yard January of 2005. We have since cruised together in club flotillas and have often shared 350 stories. When Tim asked me if I would be interested in taking over the Tech Editor position for Catalina 350 IA I immediately said yes and hope to follow his lead to share with other owners how to make a great boat even better.

Full Cockpit Enclosure With Screening

From Tim Ryan

Since we purchased our C350 nearly 5 years ago, we have always believed in the notion that we will only add features and improvements as they become necessary. Since day one at St. Simon's Island, when we were introduced to the irritating and messy phenomena of swarms of Love Bugs, we felt that a cockpit enclosure would be a necessity. However, we were planning a trip to the Bahamas, therefore items such as a dinghy and outboard became the immediate needed features on our BOAT (Break Out Another Thousand) improvement list. The cockpit enclosure would have to wait.

Shortly after returning from the Bahamas, we began talking to canvas people about our enclosure options. We quickly learned that the quirky and unique aspects of existing hardware and canvas, make for an interesting and involved (read expensive) project. Around this time, while underway in the rain, I learned that what we really needed was the ability to see through the canvas connector. One of the canvas people we were conferring with said that this could easily (read cheaply) be accomplished with the addition of a window. This would allow me to see through the connector while at the helm, an obvious need. We opted for a Strata Glass window to be stitched into our connector, and continued our use of citronella and DEET in our war against the bugs.

We recently relocated further down the coast of Florida, and as we met other boaters, we were warned of what was to come as the seasons progressed. Generally speaking, it is nearly impossible to get the same advice and warning from dock-mates at a marina, however we heard the same warning from everyone we encountered. No See Ums and Love Bugs! It became time for our long awaited cockpit enclosure project.

After getting the approved vendor list from our new marina, and asking some fellow dock-mates for recommendations, we chose our canvas contractor, and got our consultation. We started out thinking we wanted a Strata Glass enclosure with screen zip outs, but the cost was prohibitive. Since we never plan on being anywhere colder in the winter and also had concerns about being a giant green house in the Florida sun, we opted for a "simpler" screen enclosure.

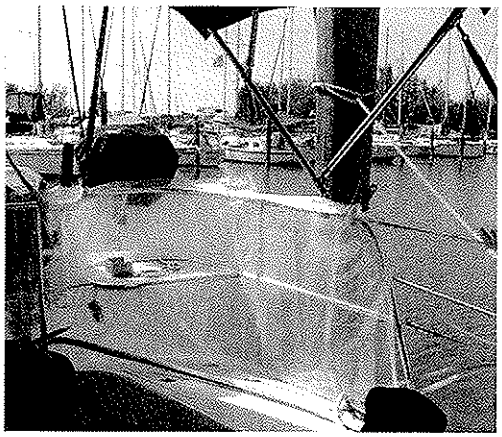
Our enclosure consists of one large canvas panel, two small canvas panels, six screen panels and one combination screen/canvas panel. Not so simple after all!

To enclose the rail seats, swim ladder, and motor mount area we chose a durable Sunbrella skirt lashed through grommets around the rails and to some stainless steel eye straps. The screen panels are zipped at the top to our existing bimini and connecter. They are then zipped at the sides to our dodger side panels, and use Velcro to attach to the new skirt. In order to be able to include the rail seats in the enclosure we had to have separate panels cut. These panels are lashed between the upper and lower seat back rails and attach to the skirt on the either side using Velcro. We did remove the seats to make lashing the panels easier, and we had to sand a little bit off the seats to replace them properly. Thus screening in the seat, but preventing us from using the cup holders. This was the most cost effective way to deal with this part of the enclosure. We also included Velcro window cut outs to be able to access the stern cleats.

We enclosed the swim ladder area with the single combined screen and Sunbrella panel. The screen portion zips to the bimini, and transitions to canvas at the same level as the canvas skirt. The canvas then continues down between the ladder and the stern to cover the open "walk through" area and snaps to the stern using the 3M snaps.

The steps of building the enclosure consisted of the following:

The rail skirt was patterned using plastic, clamps and markers.

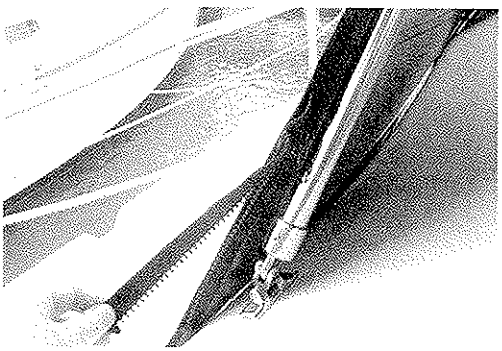


Our canvas person then went to her shop and prepared the canvas.

She returned and did a canvas test fit and installed the tie downs.



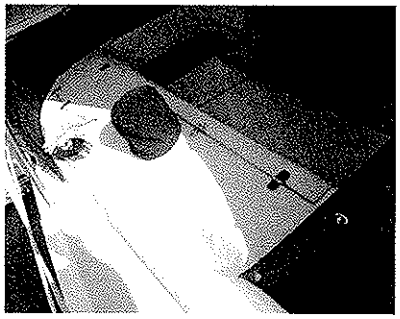
Next our Bimini, dodger side panels, and connector went to the shop for zipper installation.



Then the Sunbrella skirt was installed.

The steps to build the screen enclosure followed a similar pattern of plastic patterning, test fitting, tie down installation. This time using 3M snaps "glued" to the curved area on the deck. Much easier on the toes than the metal connecters would be!







Finally the screen panels were installed. The screen tie ups are attached to the screen panels, so when the panel is removed the tie ups go with them.

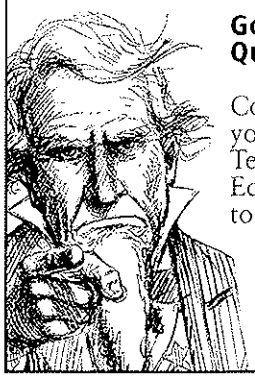
While no enclosure can be totally bug-free, and we are already making notes for improvements on the next version, we are happy to enjoy our extended living area in the cockpit! *–Phil Zur, Hull #415,* Knot Dreaming

Two Simple Projects: Aft Water Tank Expansion Fix and Port Settee Thumb Holes

On my 2004 C 350, the aft water tank is located under the aft cabin mattress on the starboard side of the boat. In general it is maintenance free. However, some time ago, while doing some routine work on the engine, I had the "floor boards" from underneath the mattresses pulled up to expose the water tank. The tank was nearly full. I noticed that the elbow joint for the vent line was raised up above the level of the floor board. That meant that the floor board was actually resting on the elbow joint and pushing it down. In fact, I had to push down hard against the pressure of the elevated elbow joint to get the floorboard to seat. I eventually figured out that this only happens when the aft water tank is more than about three-quarters to full and the tank expands moving the elbow joint upwards. However, it made me nervous as it seemed to me that eventually the board, with the mattress on top pushing down on the elbow joint, would cause it to fail and leak. So I marked the floor board where the elbow joint was touching it and then using my trusty jig saw, I cut out a hole to allow the elbow joint to flex up without contacting the board. Simple and easy and now, as Forrest Gump says, there's one less thing to worry about. Obviously, if you decide to do this mod, you want to take the board OUT of the boat. DO NOT TRY AND MAKE THE CUT WHILE THE BOARD IS IN PLACE ABOVE THE WATER TANK! If you do, most likely that will cause a worse leak than a broken elbow joint!

Like all of us, I store a significant amount of "stuff" in the storage compartment under the port side cabin settee. Well, I guess some don't as I believe that is the location of an optional water tank. In any case, it was always irritating to me to have to reach way under the cushion to find the thumb hole in the center of the board to pull open the cover. Then, the cover board would pull all the way off and I had to remove the cushion and cover board and place them someplace in the cabin to get access to the storage. To fix this, I drilled three new thumb holes along the inside edge (in each corner and the center), and added two hinges on the outboard edge. Now it is real easy for me to reach under the edge of the cushion and lift the cover up. It stays in place and make it easy to fetch stuff out of the locker. I don't even have to remove the cushion and the board always stays in place. A dollar fifty at Ace for the hinges and a little drilling. *–Dave Brown, 2004 Catalina 350, #246* – BAT 06 *dbrown@ewa.com*

WE WANT YOU!



Got Questions?

Contact your Technical Editor today!