Catalina 350

C350 Association Technical Editor

Bonnie Mitchell
1442 El Dorado
Parkway West
Cape Coral, FL 33914
rmitchell@SWFLA.rr.com



Geona Furling-line Clutch

Just installed a rope clutch replacement for the genoa furling-line cleat on the cabin top. This replacement idea was passed on to me by Bob Delia, C350 #20. The clutch uses existing holes so no drilling or tapping is required. While the clutch base has four mounting holes I use the two on the left side of the base which line up with the existing holes in the cabin top. The fit is not quite "perfect" because the cabin top curves slightly along the right hand side of the clutch base but it works very well and looks good. The rope size in the picture may be hard to read but it says 8-12mm, 5/16 - 7/16'. *–Greg Klocek, Commodore C350 IA, WhiteHook, #199*



More Fresh Water Impeller Advice

When and how often should I replace my fresh water impeller? Do I do this after a certain number of hours or annually? This is an often asked question and recently this discussion occurred on the Sailnet C350 site and here is one owners research:

Universal's Owners Manual recommends that the impeller be removed at lay up and not put back until re-commissioning. In addition, the maintenance schedule recommends replacement at every 250 hours. Nigel Calders book on marine diesels recommends that some dishwashing liquid be used to lube the impeller before replacing it. *–George Pringle, Chips Ahoy! #232, Great Kills Harbor, Staten Island, NY*

If my engine has sat for a long period of time without being run I replace the impeller. I do this in Florida after 3 months or more sitting in the high summertime temperatures. I notice that the blades of these impellers are misshaped and having had one break many years ago and then picked pieces out of the heat exchanger. *–Bonnie*

More Documentation Number Locations

Last issue I wrote about where I located my Documentation numbers and now I would like to share where some other C350 owners have located theirs.

I have just received my documentation for my 350, and now need to determine where to post the numbers meeting the legal requirements without being too obtrusive. I would appreciate any suggestions or comments on what other 350 owners have done. *–Bill Van Wagoner, Destiny #229*

The one I always give is that I purchased black, vinyl, stick-on letters of the appropriate size (3" block I think), stuck them onto the hull, inside the very aft stern compartment on the starboard side. I then covered these numbers with clear epoxy - purchased in a two part tube - cut off the end, squirt out the two parts onto a piece of cardboard, mix 'em up, and slather the mixture liberally over your numbers. Meets all of the requirements - permanently mounted, not removable without damaging the hull, accessable location. I also applied a duplicate set, in the same way, under the forward berth, again on the hull, in that otherwise empty area forward of the water tank. Having the numbers in that second, "only known to me and the Sailnet 350 list" provides me an added bit of identification in the event my boat is ever stolen, etc. *–Tim Brogan, April IV, C350 #68, Seattle*

I placed the black stick on letters in the port lazerrette on the foot well wall. Covered them with two part epoxy. *–Sam, Longhawk, C350 #173*

Garhauer Outboard Motor Hoist

When one C350 owner asked if any other C350 owner had installed the Garhauer hoist this is the reply:

I purchased the outboard motor hoist from Garhauer. They had modified their hoist specifically for the 350 after the 350 was introduced. It comes with two mounting brackets that attach to the vertical support for the stern pulpit. The hoist can stay in place and works great even with the bimini up. I would recommend this hoist to any 350 owner -makes moving the outboard very easy for two people, and possible for one. *–Ed Hemstreet, Elusive, C350 #25*

Overhead Cabin Lights

Some of my overhead high intensity lights have started to fail so I decided to check out. After testing the bulb I determined it was only the switch that had failed. I purchased Radio Shack # 275-625A Toggle Switches. I then soldered the wires on the middle and one end of the switch. This one was spdt (single pole double throw) but I will look for spst if more need replacing (this was all they had in stock). Tools required: soldering gun and solder, small screw drivers, pliers, tweezers, wire stripper. sissors, elec. tape or heat shrink would work better. Took about 30 min. *–Bonnie*

Do it Yourself Bottom Painting

I'm planning for my first bottom paint. How many square feet are there? I've been using Trinidad SR which has a labeled coverage of 400 sf per gallon. I estimate it should take 2 gallons per coat. Is that about right? How long did it take you to do the sanding and apply one coat. Any recommendations. *–Gary Morgan, Sassy, C350 #124*

I was a quart short of doing two coats with two gallons. I used a 10 inch. sander with vacuum pickup to collect the dust and chips that the yard rented. Took me about 3 hours to do the sanding. *–Ed Hemstreet, Elusive, C350 #25*