Catalina 350



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This month we heard from a couple of boaters who had some interesting installations to tell us about.

Tim Ryan has noted the situation that I have personally experienced before regarding installations by persons who have a higher level of expertise than many of us: "You can do it! It's very easy!" Unfortunately, for some of us it's not quite that simple. So after reading Andy Sumberg's terrific description of the Digital Selective Calling (DSC) system in the May issue, Tim has endeavored to bring the physical part of the DSC installation down to a level that I think even the most inexperienced of us can understand.

Chuck Synowiec has done pretty much the same thing with regard to several fairly simple additions that he has made to his boat. Many of you may have already done some of these but I found them very useful and I have already incorporated two of them on my boat.

We hope you find Tim & Chuck's efforts interesting and useful. *–Skip Penizotto*

Additions and Improvements

This is the beginning of my 3rd season with *C Rose,* a beautiful C350 with a wing keel, a full batten main and a 150% jib. She is sailed on Lake Michigan where she proudly struts her stuff. The following are several additions and improvements that I have made to her.

Winch Handle Holder

The first item is a winch handle holder that I mounted on the forward leg of the cockpit table pedestal (See Photo #1). The only required hardware is two 2-inch stainless steel clamps and the holder. I cut slots in the holder, slid the clamps through the slots and mounted them on the leg.



Dodger Storm Handles

The addition of the storm handles required a slight modification of the side curtains to accommodate the mounting hardware that was easily performed by a local canvas outfitter (See Photo #2). The handles allow for safer movement from the cockpit forward while underway.



Jib Furling Line Rope Clutch

This addition involves the replacement of the jam cleat with a rope cutch on the jib furling line. It makes furling much easier, gives the sailor time to get a second hold on the furling line and in the case of a sudden gust, avoids the possibility of rope burns (See Photo #3).



The clutch was added next to the mainsheet jam cleat and provides the additional benefit of having both reefing lines on the starboard side and of keeping the second reefing line from getting tangled and ready for use. Also, all main sail handling is on the same side of the boat. It was necessary to move the mainsheet jam cleat a little to the left but this allowed the new clutch to fit in nicely.

Genoa Lead Blocks

For better jib shape and control, I added a set of Garhauer genoa lead blocks (See Photo #4). They really work great and I believe they are a must.



Cabinet Divider System

In order to provide better storage for dishes, toaster and food items, I made a divider system for the cabinet space above the freezer (See Photo #5). The coffee cups are stored above the microwave.



Fiddle Installations

With some teak battens and a few scraps of teak, I made fiddles to hold glasses behind the dry storage locker as well as behind the freezer opening). (See Photos #6 & #7). The battens are 3/8" X 7/8" and can be found at West Marine or possibly at a local lumber company, in 5-foot lengths, for about $20.00. The ends are about 1 ½" X 2 12" X1/2" with a notch cut to receive the batten and fastened with brass brads. After making the four end pieces, one was cut to fit on top of the trim as shown in the photo.





Entertainment System Improvements

I added a Sony receiver with a wired remote, a ten-stack CD player, a Jensen 22-inch flat panel LCD, a DVD player and an XM radio (See Photos #8, #9 & #10).

The remote was installed at the helm below the motor instruments.







12 VDC Receptacle

The last item that I added was a 12 VDC receptacle, which I mounted on the pedestal close to the ignition key receptacle and the remote microphone socket (See Photo #11). I ran 14-guage wire to the power panel at the nav station and used the switch labeled "Aux One" to turn the power to the receptacle on and off. The receptacle can be used to power any 12 VDC item that one might need in the cockpit, such as a spot light or dinghy inflator pump.



I hope everyone enjoys their C350 as much as I do. Fair winds and safe seas. *–Chuck Synowiec, C Rose, Hull # 298*

DSC-capable VHF radio

Last winter, I investigated the possibility of connecting my new DSC-capable VHF radio, an Icom 402, to my Garmin GPS Map 492 so as to establish DSC capability. My search revealed that there was sparse information available on the installation/connection, but I decided to attempt it anyway.

After having read Andy Sumberg's article on Digital Selective Calling (DSC) in the May issue of *Mainsheet*, I decided that I would pass on the information I had gained on how to get it done.

First, I determined that the Icom radio would require a pre-tinned 20' audio cable with a male RCA jack on one end. I found it at Radio Shack. Then I opened the electrical panel and fished the cable from the panel, along the port side channel that runs overhead to the aft cabin. As I moved along in this process, I wire tied the cable at several intervals.

In order to fish the cable through the cockpit port side stern locker and bring it into the pedestal area, I removed the ceiling box in the aft cabin and the shelf in the port side locker. Then after removing the six screws that hold the instrument cluster, I fished the cable up into the pedestal.

Then I connected one wire to the "NMEA out" terminal from the 492 and the other to ground. (Your owners manuals for your GPS and VHF will tell you which color wires are for NMEA "in" and "out". My radio only accepted NMEA "in" because it has no capability to send NMEA out).

Next I plugged the male RCA jack into the Icom 402 according to the instructions in the owner's manual diagram and lo and behold, the Icom displayed "GPS" on the screen! For me it was easy to connect at the panel end because Icom provided a female RCA jack and so it was a simple plug in. There are only two wires. If it doesn't work, just switch wires. No harm will be done.

Then I obtained my 9-digit MIMSI number from BoatUS and following Icom's instructions, entered it into the Icom. (It's important to note that the user must be careful with this because after two unsuccessful attempts the unit must be sent back to the factory for reset).

Now, with just a couple of keystrokes, my latitude and longitude are displayed on the radio screen and in an emergency, one hit of the red button will send my position, as well as my boat and contact information, to the Coast Guard.

Overall, the job was not too difficult and it is something an owner can tackle on their own at a minimum of time and money. Someday, it could save your life. *–Tim Ryan, Nora Clare, C350, Hull #332*







