Catalina 350

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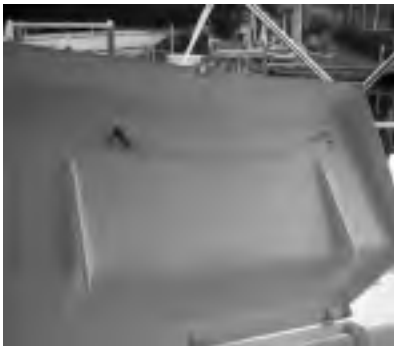
Higher Helm Cushion

There has been discussion regarding the visibility on the C350. With all the instruments and the flat seat in the back I found it difficult to sit and see what was going on. Last year at the Boat Show I bought a C Cushion (http://www.ccushions.com/products.htm). It was the 5 1/2 " Helmsman Saddle for about $139. This works great right on top of the closed cell cushions we ordered from Catalina. I did find the white one we originally purchased turned yellow in spots but they gladly replaced it with a new blue one at the next show. *–Bonnie*



Additional Eye Strap

Because we were constantly getting the side lazarete retaining cable caught when we closed the lazarete I installed a second stainless steel eye strap similar to the one holding the other end of the cable. I just snap the other end onto it before closing the lazarete. *–Bonnie*



Replacement Parts

In answer to a couple of questions I received on the article I wrote for the May Mainsheet on replacement parts:

Heat Exchanger Zincs

The pencil zinc is Westerbeke part number 11885. The corresponding number for WM is 332155 ($6.50) for the complete zinc and nut and 307314 ($5) for the zinc only. I carry a couple of complete replacements and a couple of just spare zincs. Sometimes I have had trouble getting the remaining zinc out of the nut on the boat and had to take it back to the house to get it out using the vice.

Water Pump Impellers

When replacing the impellers I have always used Westerbeke or OEM ever since I had some other replacement spin on the shaft and couldn't figure why I was overheating the engine.

The Westerbeke number for the impeller is 200175. I think their number for the impeller and gasket kit is :302648-42175. You should also replace the gasket when you change the impeller. I always keep a few spare gaskets sandwiched in between two pieces of cardboard. If you go to these web sites you will find parts for our engines and some other info as well.

http://www.westerbeke.com/parts/parts.cfm
http://www.westerbeke.com/parts/part_kit_a.cfm?mID=198
http://www.westerbeke.com/parts/hose_kits.cfm?mID=198

Cotter Pins for Head

You might want to add a couple of 1.5" x 1/8" SS cotter pins to your spare parts inventory for your head is you have not already done so.

Hose Clamps

Keep a number of spares in different sizes. Be sure to get the SS ones that also have a SS screw. If they don't have the SS screw they won't last long in the marine environment. Take a magnet with you if you want to be sure. SS will not stick to the magnet. *–Bonnie*

Documentation Numbers

We bought press on letters and used the space on the port side seat front to display the required documentation numbers. After pressing these on they were coated with epoxy. The seat front fabric that is held in place with Velcro hides them nicely. *–Bonnie*

Hint:

To get a hose on a fitting that is tight, soak the hose in hot water for a few minutes or heat it with a hair dryer. Using liquid soap also helps make the new hose go on easier. *–Bonnie*

Rope Lights in Forward Cabin

Last year when I was putting away some Christmas decorations I decided to try to use some of the rope lights in the V Berth. Laying them on the small shelf that goes around the V Berth gives a soft glow to the cabin when we are at the dock. They are plugged into the port side outlet. *–Bonnie*



Refrigeration Improvements

At the 2004 St. Petersburg boat show I noticed the improved freezer/fridge door insulation that Catalina is now installing on new C-350s. The insulation on these doors completely fills the opening, unlike the earlier models where a half-inch of space all around the opening was not insulated. Catalina's Warren Pandy was kind enough to offer to either rework my doors if I sent them to the factory, or to send me the new insulators with instructions how to do it myself. To avoid a couple of weeks without the use of my unit, I chose the latter. It took an afternoon (and a small tube of fast-cure 5200 adhesive) to perform the replacement on both doors.

While re-installing the doors, I noticed that there was no insulation inside both compartments, in the joints around the edges of the door openings where the countertop meets the walls of the cold compartments. Cold air can flow freely into the cracks of these joints and cause condensation on the counter tops as well as inefficient temperature regulation. I decided to seal these cracks with a putty-like weatherstrip cord (fig. 1) that was press-fit into the joints to seal them and level the surface.



After sealing the joints, I further insulated this area with insulation tape (fig. 2) that I stuck to the edge all around the opening and to the top of the cold box walls. The tape provides extra insulation, hides the weatherstrip putty and offers a surface that is easier to clean than putty.



The finished job can be seen in fig. 3 (refrigerator) and freezer. The view in these photos is from the inside looking up at the door openings.



Immediately after completing this project, my wife and I began a 4-day cruise. In the first few hours, we noticed that food was starting to freeze up in the refrigerator section, so we had to turn the control to a warmer setting. We had packed a bag of ice into the freezer for the trip (something we have been doing to reduce the drain on the batteries), and when the trip was over, we still had all the ice! Two days of our cruise were rainy, but we only found condensation on the metal hinges and the latches. Previously, a ring of condensation would have been present around both doors on rainy/humid days.

Fair winds and smooth sailing, *–Peter Denoncourt, C350 #72, KITE*

New Galley Glass Shelf

Here are the notes and pictures of our glass shelf on our 2003 C350, Duet, currently residing in Marina Village Harbor, Alameda, California.

When we were outfitting our new C350 last year, The admiral decided that she wanted a glass shelf over the galley sink similar to the one that we had on our C320. Our industrious broker, Dinah Goodsell, of Farallone Yachts and her creative installation team figured out how to install it using a stock glass shelf from a C320. The only extra parts needed were two screws .75" longer than the ones supplied by Catalina with the shelf. To install the glass shelf, Farallone's team created a small teak block, 3" long by 1.5" wide by .75" high, to serve as the base of the chrome support bar. Two holes were drilled through the teak block so the longer screws could be inserted through the base of the shelf, through the block and through the attaching holes of the chrome support. The forward edge of the shelf was set flush with the forward edge of the galley sink counter. The shelf sits about 26" above the counter and actually helps to define the galley area. It looks great, is very functional and makes the admiral happy. *–Gary & JoAnn Damiano, C350 #125, Duet, Alameda, CA*



Cleaning Non-Skid

Question: I have had my C350 for less than a month (#229) and noticed that it is very difficult to get dirt out of the non-skid surfaces using regular boat soap and scrubbing. Any suggestions on what works best for cleaning this stuff? *–Bill Van Wagoner*

A #1: I had a similar problem on my non-skid surface. It turned out to be splotches of silicone sealer left over from the assembly of the boat. These areas over time either turned a dark color or it just collected dirt. My dealer suggested using acetone (sparingly) on a cloth and rubbing. It took a lot of patience and several tries to get all the spots but eventually they all came out. I also use Roll-Off. It can be hard to find sometimes but I have never found a better cleaner for my deck. *–Bob Standish, Brigadoon C350 #56, Holland, MI*

A #2: I use Simple Green and a hand held stiff bristle scrub brush *–Mike Emery, Amnesia, C350 #169*

A #3: We've had good luck with Starbrite Non-Skid Deck Cleaner. It's available at West Marine. *–Jack, Friendship, C350 #80*

A #4: I would recommend trying a cleaning product called "Roll-Off" (I haven't found it at West Marine, but my marina carries it). After several months of frustration, another boat owner suggested Roll-Off and KITE is back to showroom appearance. This product works without heavy scrubbing - another big plus! We simply wet the surfaces with a hose, spray on the Roll-Off, let set for a couple of minutes, then lightly scrub as usual with our boat brush, and rinse off with a hose. We use it all over, but the reason we use it at all is that it is so effective on the non-skid surfaces topside. *–Peter Denoncourt, KITE, C350 #72*

A #5: Try some Bob Ami. *–Horst Lechler, Seahorst, C350 #127*

A #6: I have a relative in the cleaning supply business who says that boaters spend too much time and energy scrubbing their boats clean. He suggests getting a good all purpose boat soap, wetting the boat down, putting the soap on, and then sitting back (having a drink) and letting the soap work. If you have the patience to wait 10-15 minutes, then scrub with a brush, the surface will already be clean, just needing a little elbow grease. I have tried it and it is hard to be patient, but it works. *–Bob Neaderthal, Doc Holiday, C350 #61*