
Catalina  ***Yachts***
MORGAN DIVISION

Catalina 350
MARK II
OWNER'S MANUAL

May 31, 2007



FOREWORD

Congratulations on the acquisition of your new Catalina. All Catalina yachts are designed and built with care using quality materials to assure you years of sailing enjoyment with a minimum of upkeep and maintenance.

Before attempting maintenance or operation of your Catalina Yacht, please read the Catalina Yachts Limited Warranty booklet and fill out the enclosed warranty registration card.

The registration card enables Catalina to inform you of developments and modifications to enhance the performance or comfort of your yacht. It is also important to be able to contact owners to comply with Coast Guard defect notification requirements.

Experienced boat yard personnel under the direction of your authorized dealer should handle the launching and rigging of your Catalina Yacht.



The index page lists the contents of this manual. Warrantees and information regarding installed optional equipment have been included when available and applicable.

Maintaining your yacht properly can become a satisfying part of your sailing activities. A regular inspection is the best preventive maintenance. It will help keep your boat safe and in good condition while in use, and insure peace of mind when the boat is left unattended.

Take good care of your boat and take the time to learn and practice good seamanship.



PREFACE

This manual is intended and supplied to help owners of Catalina Yachts understand their boats and answer common questions about maintenance and systems design specific to their boat.

This manual is not intended to provide sailing instructions. It is assumed the operator will consult books written for that purpose, or take sailing lessons or courses to gain knowledge necessary for the safe operation of the vessel.

The systems descriptions and illustrations in this manual apply to boats built at the time of publication. Our policy of constant improvement necessitates that changes have been made to the boat since its introduction. Therefore, these illustrations and descriptions may not apply to boats built before the time of publication.



Owners of earlier hulls, who have questions not answered herein, should consult with their local Catalina dealer, or write to, or e-mail Catalina Yachts Customer service. Please include your hull number in all communication.

The maintenance checklists contained within this manual are intended as guidelines for boats in normal service under typical conditions.

Climate and use will vary and may require additional or special maintenance. Consult with your local boat yard or Catalina dealer for specific maintenance and precautions recommended for your purposes and climate.

Caution: The aluminum and other metal parts conduct electricity. Coming in contact with or near an electrical power line or lightening can cause severe injury or death. Stay away from overhead electrical power lines when sailing and/or launching the boat.



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COMMISSIONING CHECK LIST

This checklist is intended as a guide to aid in the proper delivery and commissioning of a new boat to the originator purchaser. It may also be useful to review this list each time the boat is recommissioned after storage.

PRE-LAUNCH CHECK: (before stepping mast)

1. _____ Shaft turns freely by hand, zinc collar installed if required.
2. _____ Check intake hoses and clamps.
3. _____ Check dripless shaft seal per the manufacturers specifications.
4. _____ Check all through hull fittings.
5. _____ Engine drain plugs tight, _____ engine, muffler and exhaust line OK.
6. _____ Bottom clean, paint OK.
7. _____ Hull sides clean, gel coat OK.
8. _____ Decks clean, gel coat OK.
9. _____ Interior varnish OK.
10. _____ Cushions, curtains, clean and in place.
11. _____ Lifelines, pelican hooks and pulpits rigged and OK.
12. _____ Spreaders taped at base end, upper shroud and intermediate wired to tip end and taped or boots installed.
13. _____ Rigging lengths verified with checklist in kit.
14. _____ Mast and boom inspected; cotter pins, sheaves, tangs, spreaders, reef lines, outhaul, OK.
15. _____ Mast lights checked before mast stepped
16. _____ Check overhead for electrical wires, which may interfere with the space required to raise the mast to its full upright position. If there are wires of any kind anywhere near the boat. **Do not raise the mast.** Move boat to any other location away from any wires. Contact with wires can be fatal.
17. _____ Masthead sheaves lubricated and rotate freely.

ELECTRICAL:

1. _____ Lights operational:
_____ Running _____ Cabin _____ Bow _____ Anchor _____ Deck Light
2. _____ Pumps Operational: _____ Pressure Water _____ Macerator Pump _____ Bilge Pump
3. _____ Shore power system OK. Polarity correct.
4. _____ Check battery switch #1 _____ #2 _____ OK.

6. _____ Check battery terminals for tightness.
7. _____ Check battery movement restraints.

PLUMBING AND INTERIOR:

1. _____ No leaks at through hull fittings with seacocks open or closed.
2. _____ Fill all water tanks.
3. _____ Check all water tanks at fittings and vents for leaks.
4. _____ Test all faucets and foot pumps for leaks.
5. _____ Check for leaks at sink drain, sink drains OK.
6. _____ Put water in icebox and check for proper drainage.
7. _____ Check manual bilge pump operation, handle present.
8. _____ Check head by flushing and pumping.
9. _____ Check shower sump drain line.
10. _____ Check holding tank, and waste discharge system.
11. _____ Check head and pump for leaks.
12. _____ Main hatch: no leaks, slides freely, hatch boards fit OK.
13. _____ Cabin windows hose tested for leaks.
14. _____ Anchor locker drains OK, no Leaks.
15. _____ Stove operates OK; check tank, fuel line, burner and oven.

RIGGING AND HARDWARE:

1. _____ Mast stepped.
2. _____ Pin, tape and tune standing rigging
3. _____ Blocks, cars, cleats rigged OK.
4. _____ Test all winches, winch handles present.
5. _____ Boom vang supports boom
6. _____ Check chainplates for leaks (**note 1*)

**Note (1):* It may be necessary to rebed the chainplates after the boat has been sailed the first few time as some movement between the deck and the metal chainplate may break the bedding material seal. This movement is normal. Chainplates should be rebedded or caulked at the first sign of a leak to avoid damage to the interior wood and finishes.

ENGINE:

1. _____ No leaks: Shaft, rudder, stuffing box, or shaft log.
2. _____ Shaft, dimpled for set bolts at coupling; bolts wired and coupling secured.
3. _____ With fuel tanks full, no leaks at fill pipes, overflow vent, or any fuel line connections.
4. _____ With coupling disconnected, engine and shaft alignment OK. Recheck alignment OK. Recheck alignment after rigging tuned.
5. _____ Transmission fluid level OK.
6. _____ Engine oil level OK.
7. _____ Check fresh water/coolant level OK.
8. _____ Fuel valves open, bleed and prime lines for diesel engine.
9. _____ Check that shaft is coupled and aligned to .003 maximum tolerance.
10. _____ Engine wiring OK, connections tight.
11. _____ Throttle control cable travel and brackets OK.
12. _____ Clutch control cable travel and brackets OK.
13. _____ Start engine.
14. _____ Exhaust water flow OK.
15. _____ No leaks in fuel lines at fittings, fuel filter, fuel pump or injectors.
16. _____ No engine or oil leaks.
17. _____ Calibrate tachometer, Idling speed set ____ R.P.M.'S.
18. _____ Check shutoff cable for diesel engine.
19. _____ Check forward and reverse shifting.
20. _____ Check engine instruments for operation, tachometer for calibration.
21. _____ Run in gear for ten (10) minutes.
22. _____ Recheck packing gland after engine stops.
23. _____ Bilge blower and vent system OK.
24. _____ Exhaust system, check for leaks, insulation in place.

OPERATION CHECK LIST:

1. _____ Emergency tiller trial fitted and operational.
2. _____ Pedestal steering operation OK, compass OK.
3. _____ Sails and halyard OK.
4. _____ Boat sea trialed under power and sail OK.

FINAL CHECK:

1. _____ All accessory equipment operates OK.
2. _____ All boat, engine, and accessory literature, and/or manuals aboard or presented to owner.
3. _____ Warranty cards completed and mailed, owner registration card attached, owner informed of warranty responsibilities.
4. _____ Engine warranty card completed and mailed.
5. _____ Owner familiarized with boat, equipment and operation.

Commissioned By: _____

Date: _____

Sold and Delivered By: _____

Date: _____

PRE-USE MAINTENANCE:

RIGGING:

1. _____ Inspect turnbuckles tighten as required, pinned as required.
2. _____ Inspect clevis pins and cotter pins.
3. _____ Visually inspect spreader tips and other areas where sails may chafe during sailing, replace tape as necessary.
4. _____ Halyards free and not tangled.
5. _____ Inspect mast hardware attachment bolts, tighten as required.

HULL AND DECK INSPECTION:

1. _____ Pedestal steering OK, rudderpost packing gland not weeping.
2. _____ Bilge and compartments are dry.
3. _____ Through hull valves, hoses, and clamps OK.
4. _____ Check running lights.

ENGINE:

1. _____ Check engine oil and fuel levels.
2. _____ Shaft seal OK, cooling water intake valve opens and closes OK.
3. _____ Throttle and shift OK.

MONTHLY MAINTENANCE:

RIGGING:

1. _____ Inspect chain plates, fastenings and bolts for leaks, replace sealant and tighten as necessary. (1)
2. _____ Inspect blocks, shackles, cotter pins.
3. _____ Check rigging tune, rigging wire condition.
4. _____ Check turnbuckles and locking pins.

NOTE (1): It may be necessary to rebed the chainplates after the boat has been sailed the first few time as some movement between the deck and the metal chainplate may break the bedding material seal. This movement is normal. Chainplates should be rebedded or caulked at the first sign of a leak to avoid damage to the interior wood and finishes.

HULL AND DECK:

HULL AND DECK:

1. _____ Inspect hull valves open and close freely.
2. _____ Winches turn freely, lubricate as per manufacturer's recommendations.
3. _____ Clean and wax gel coat surfaces as necessary.

ENGINE:

1. _____ Check oil and fluid levels, visually check for fluid leaks.
2. _____ Battery: Check fluid levels and tie downs.
3. _____ Tighten all bolts and nuts to proper torque.
4. _____ Check fuel tank fittings and hose clamps.
5. _____ Disassemble and inspect cooling system anti-siphon
6. _____ Check bolts.
7. _____ Check filters.

SEASONAL MAINTENANCE:

RIGGING:

1. _____ Mast head pins and sheaves turn freely.
2. _____ Halyards and shackles are in good condition. (Refer to Rigging, Stepping the Mast)
3. _____ Spreader tips and bases, and mast fittings OK.
4. _____ All shroud terminations and swaged fittings OK, check for cracks or corrosion.
5. _____ Gooseneck assembly and boom assembly OK.
6. _____ Mast, boom and spreaders cleaned and waxed.
7. _____ Lifelines, pelican hooks, and stanchions all OK, all pins and fittings are secure, cotter rings taped. Turnbuckles, pelican hooks and connector loops OK, screw fittings checked for thread wear.

HULL, DECK and CABIN:

1. _____ All chainplates and through bolts tight.
2. _____ Disassemble winches and lubricate bearings and pawls.
3. _____ Inspect and coat electrical system connections, battery tie downs and terminal connectors to prevent corrosion.
4. _____ Drain and flush fresh water system.
5. _____ Check head and anti-siphon valve in toilet.
6. _____ Hatch gaskets and hold down fasteners OK.
7. _____ Bottom, keel and rudder condition of anti-fouling paint OK.
8. _____ Lifelines, stanchions and pelican hooks OK.

ENGINE:

1. _____ Check shaft alignment.
2. _____ Clean motor thoroughly.
3. _____ Inspect fuel system.
4. _____ Tune engine as per manufacturer's recommendations.
5. _____ Exhaust system check for leaks, or deterioration, insulation in place.

Catalina 350 Specifications

Rev: 12/23/05

PRINCIPAL DIMENSIONS

Length Overall	36' 5"	(11.10 m)
Length of Hull	35' 3"	(10.74 m)
L.W.L.	31' 3"	(9.53 m)
BEAM	13' 0"	(3.96 m)
Distance from W/L		
To masthead:	52' 0"	(15.85 m)

WING KEEL

Draft	4' 6"	(1.37 m)
Ballast	6212 lbs.	(2818 kg)
Designed weight (est.)	14012 lbs.	(6356 kg)
Disp/Length	205	
Theoretical hull speed	7.5 knots	
Sail Area/displacement:	16.88	

FIN KEEL

Draft (estimated)	6' 8"	(2.03 m)
Ballast (estimated)	5137 lbs.	(2330 kg)
Designed weight (est.)	12937 lbs.	(5868 kg)
Disp/Length	189	
Sail Area/displacement:	17.80	

RIG MEASURES

Mainsail, Rated:	276 sq. ft.	(25.64 sq. m)
Total w/ 100%		
Foretriangle:	613 sq. ft.	(56.95 sq. m)
Total w/ Standard		
135% Genoa:	731 sq. ft.	(67.91 sq. m)
I =	46' - 9"	(14.25 m)
J =	14' - 5"	(4.41 m)
P =	40' - 11"	(12.47 m)
E =	13' - 6"	(4.11 m)

TANKAGE AND CAPACITIES

Water:	Fwd.	55 Gal.	(208.2 lt.),
	Aft.	22.5 Gal.	(85.2 lt.),
Water heater, electric & engine			
heat exchanger:	11 Gal.	(41.6 lt.)	
Total Water:	88.5 Gal.	(335.0 lt.)	
Holding Tank:	22 Gal.	(83.3 lt.)	
Fuel:	39 Gal.	(147.6 lt.)	
Refrigerator:	4 cu. ft.	(0.11 cu. m)	
Freezer:	4 cu. ft.	(0.11 cu. m)	
Batteries:	(2)	4D Deep Cycle	

ENGINE AND CONTROLS

Universal M-35B, 35 HP (26.1 kW) Diesel,
4 cyl., 81.47 cu. in. (1.34 lt.) , fresh water cooled.
Approx. fuel consumption:
 1.2 GPH (4.54 LPH) @ 2500 RPM.
Edson pedestal steering with
 36" (0.91 m) stainless wheel.
Single lever engine control.

PROPELLER

3 Blade 14x10 (35.56 cm x 25.40 cm)

RIGGING

Double Spreaders in line.
Shrouds:
Upper 5/16" (0.79 cm) wire 1x19
Intermediate 1/4" (0.64 cm) wire 1x19
Fwd. Lowers 5/16" (0.79 cm) wire 1x19
Aft Lowers 5/16" (0.79 cm) wire 1x19
Forestay 5/16" (0.79 cm) wire 1x19
Backstay 5/16" (0.79 cm) wire 1x19
Backstay Bridle 1/4" (0.64 cm) wire 1x19
Rope Halyards, Low Stretch, led aft.
Solid Boom Vang, Spring Loaded.
Dutchman flaking system on mainsail.
Ball bearing blocks on all running rigging.

WINCHES

Primary: (2) Harken B44.2 STC, Chrome
 Bronze, Self-Tailing.
Halyard: (2) Harken B32.2 STC, Chrome
 Bronze, Self-Tailing.
Optional Halyard: (1) Harken Electric
 B40.2 STEC12, Chr. Bronze,
 Self-Tailing, in lieu of standard
 halyard on starboard cabin top.

ALL SPECIFICATIONS ARE APPROXIMATE

Note: Specifications And Or Equipment Subject To Change Without Notice.

MAINTANANCE GUIDE

BOTTOM BARRIER COATING AND PREPARATION:

Anti-fouling paint should be applied to the bottom of your Catalina if it is to be moored in either fresh or salt water for any length of time. There are many brands available. Anti-fouling paint prevents the growth of algae, barnacles, and other fouling organisms on underwater surfaces.

Catalina models are manufactured with an integrally molded blister protection system in the hull laminate. This water absorption barrier material is between the gel coat surface layer and the laminates of the hull.

The bottom may be prepared for painting using conventional dewaxing solvents, then sanding the gel coat surface or using a chemical etching type primer. The keel has been painted using epoxy primer, filler-fairing compound and finished with epoxy paint. This material is a suitable substrate for most anti-fouling systems, however a "test patch" of the intended anti-fouling paint should be tried on a small area to insure compatibility before coating the entire keel area.

EXTERIOR TEAK MAINTENANCE:

The hatch boards are teak and can be kept looking good by occasionally oiling with teak oil.

Should the teak become weathered, cleaning and bleaching with a commercially available teak cleaner will restore the color of the wood. Then oil the wood with a good grade teak oil to restore the golden color on the teak. Do not use wire or hard bristle brushes on the wood, as this will remove the softer wood between the annual rings and leave a rough surface.

INTERIOR TEAK MAINTANANCE

The interior joiner work is coated with a clear, non-yellowing, aliphatic, water based polyurethane to provide a durable finish. Normal household fine furniture cleaners can be used to help protect and keep the finish looking new. Do not use any harsh solvents such as lacquer thinner or acetone as these will destroy the fine finish. If in doubt about a particular cleaner try the cleaner on a small inconspicuous spot first before doing a large area

IMPORTANT Always be sure to have adequate ventilation when working with varnishes, cleaners, oils or paints.



Nan-O-System

Description: Interior Water Base System

Use: Doors, Cabinets, Furniture, Wooden toys,
Baby beds, Baby Furniture, Individuals with allergic reaction
to solvent base finishes.

Advantages: Low odor, fast dry, easy sand, very similar
appearance to solvent base. No solvent to
add non-flammable easy to use. Works well
in all climates.

Specifications: Nan-O-Seal

Color: Milky

Appearance: Medium Viscosity Liquid

Viscosity: 150 seconds Zahn 2

Solids: 35% by volume

V.O.C. 0.22 LBS per gallon

Store Temperature: Above 32 F

Dust Free: 15 - 20 Minutes

To Touch: 45 Minutes

Wood sanding: Use 150 to 180 grit not finer to ensure adhesion.

Sanding after sealed: 2 - 4 hours

Reducer : Water, Distilled only at 5 to 10%

Top Coat: Nan-O-Sheen Available in Flat, Low Satin, Satin,
Semi Gloss and Gloss.

Always reduce with Distilled water only at 5 to 10%

Never use well water due to high mineral content.

Nan-O-2% Catalyst 5 gallon mixing procedure

Always add 2% Nan-O-Catalyst to water first then add to Sealer
or Topcoat under high speed agitation, wear eye protection
when mixing to avoid 2% catalyst contact with eye.

Mix Ratio

5 Gallon Nan-O-Seal or Nan-O-Sheen

5% water for five gallons = 1 quart or 1 liter

2% Catalyst for five gallons = 14 oz. or 400 ML

Finishing Procedure

Step1, 1 coat Nan-O-Seal

Oven cure

Sand 320 grit for best results (optional sanding if recoated
with in 2 hours to insure adhesion)

Step 2, 2nd coat Nan-O-Seal

Oven cure

Sand 320 grit for best results (optional sanding if recoated
with in 2 hours to insure adhesion)

Step 3, 3rd coat Nan-O-Seal

Oven cure

Sand 320 grit for best results (optional sanding if recoated
with in 2 hours to insure adhesion)

Problem: Not sanding between coats shows heavy build up at the pour and it is not appealing to the eye, Also catalyzing cures the paint faster and if you wait to long you will lose adhesion between when in doubt sand before next coat and tag racks with the time coated.

Step 4, Semi Gloss Nan-O-Sheen

Oven cure, complete

This data sheet is offered as accurate information. The use of this product will vary due to weather conditions and applied film thickness that will alter drying schedules. Always apply to test panel prior to starting a job to get a feel for the system first in different weather conditions.



B 52 Urethane Sealer

Description: High Build Catalyzed Urethane Sealer

Use: Yacht interiors, table tops, kitchen cabinets, chairs and millwork.

Choice of topcoats:

Ura-Buff High Gloss catalyzed Urethane

Max 360 Conversion Varnish 5-10 day pot life depending on amount of catalyst added from 6oz (10 day) to 10oz per (5 day) ready to spray 44% solids no reducer required. Sheen available Flat, Satin, Semi Gloss, Gloss.

PolyVar European Conversion Varnish 12 hour pot life 55% solids, low odor, high build, water white, low VOCs and packaged in 10-liter containers with re sealable locking lids. Available in Flat, Satin, Gloss.

Advantages: Easy to sand, low odor, contains UV absorber, very transparent even after 3 coats @ 6mills per coat

Recoat: Max 3 coats, 6 mills each coat, allow 2 hours dry time between coats and sand with 320 between coats, allow 3rd coat to dry overnight or 12 hours @50 F for High Gloss top coat applications.

Specifications:

Color: Clear

Appearance: Medium viscosity liquid

Solids: 50%

Pot Life: 3 hours

Dust free: 20 Min

Sand after 3 hours for first coat, second coat 2 hours, third coat after 12 hours. Only when require for grain fill applications on Teak or recon veneer

Maximum per coat 6 mills wet, Maximum coats 3

Mixing instructions: 1000 ML B52 Urethane Sealer

500 ML B52 Catalyst

250 ML Solvent 31 (some applications require 500ML reducer on first coat)

This data sheet is offered as accurate information. The use of this product will vary due to weather conditions and applied film thickness that will alter drying schedules. Always apply to test panel prior to starting a job to get a feel for the system first in different weather conditions.



ALTERNATIVE FINISHES, INC.

Ura – Buff

Description: High Gloss Catalized Urethane

Uses: Yacht Interiors, tables, doors, kitchens cabinets, chairs and millwork. To be applied over Poly Seal Polyester or B 52 High Build Urethane Sealer.

Advantages: Low odor, excellent flow, fast tack, very resistant to solvent pop even in tropical climates without the need of retarder, excellent clarity and to the touch has a unique feel.

Solvent pop is the most common problem finishers face with High Gloss Urethane. Picture this 1 inch of catalized reduced Ura – Buff in a beaker on a rainy day @ 98 F and the solid mass does not show one bubble or on the surface in same conditions @ 8 mills wet horizontal, apply tack coat and wet flow coat. Very user friendly Urethane.

Universal Catalyst Ratio: Ura – Buff is unique, you can use the same catalyst from 2:1 to 1:1 and anywhere between to increase or decrease hardness to the level you want. This is very beneficial for use in a wide variety of climate conditions. Vertical hang, flow, tack free time, orange peel, dry spray are effected by the climate. Having the ability to adapt saves labor and aggravation.

Advantages: The conditions of your environment control your labor and the quality of the job, We can't change the weather but, with Ura – Buff you can adapt to the conditions.

For example: 85% humidity @ 98F you may decide to back off the catalyst to 50% and call it summer mix. Humidity is like an accelerator.

Wile 20% humidity @ 98F may work best with 70% catalyst to speed up dry for buffing or vertical hang.

And 50% humidity at 55F will require 100% catalyst

The ability to adjust the catalyst offers multiple solutions to climate conditions.

Mix Ratio:	2:1 Mix	Ura – Buff	1000 ML
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Pot Life: 3 hours	Ura – Buff Catalyst	500 ML
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Solvent 21	300 ML
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1:1 Mix	Ura – Buff	1000 ML
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Pot Life: 2 hours	Ura – Buff Catalyst	1000 ML
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Solvent 21	300 ML
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Specifications:

Dust free: 5 to 7 minutes

To touch: 30 minutes

To handle 2 hours

Color: Clear

Appearance: Medium Viscosity liquid

Solids: Ura – Buff 48%

Solids: Ura – Buff Catalyst 40%

Viscosity: Ura – Buff 55 to 60 seconds #2 Zahn cup

Yield: 1 Liter per 45 square feet

Application: Gravity gun, siphon cup gun, pressure pot, air mix

Glaze: WB Glaze can be applied under Ura – Buff as required with proper dry.

This data sheet is offered as accurate information. The use of these products will vary due to weather conditions and applied film thickness that will alter drying schedules. Always apply to test panel prior to starting a job to get a feel for the system first in different weather conditions.

CABIN SOLE MAINTENANCE

CLEANING

In most cases, all that is required to maintain the original appearance of your Cabin Sole is wiping it with a damp cloth. For persistent stains, however, the cleaning methods listed below are recommended. Start with the first method and proceed to the next method if the stain persists. It is important that after each cleaning step, the surface of the laminate is rinsed with warm water and wiped with a dry cloth. This step prevents the buildup of cleaning agent on the laminate surface. Residual cleaning agent can be reactivated with moisture from a wet plate or cup. If this reactivated cleaning agent remains on the surface of the laminate it can damage the decorative surface.

Regular cleaning- wipe the surface of the laminate with a soft, damp cloth and a mild detergent; then rinse the laminate surface with warm water and wipe with a clean, dry cloth to remove any cleaner residue.

If the stain persists- use a damp cloth and a full-strength, all purpose cleaner. Rinse the laminate surface with warm water and wipe with a dry cloth to remove any cleaner residue.

For tougher stains- such as coffee, tea, or fruit juice, use a paste of baking soda and water. Apply this paste with a soft bristled brush and scrub gently in a circular motion for 10-20 cycles. (***Caution:*** Excessive scrubbing can dull or damage the surface of the laminate making it more prone to future stains.) Rinse the laminate surface with warm water and wipe with a clean dry cloth to remove any cleaner residue.

Extremely stubborn stains may be removed with bleach or acetone (i.e. nail polish remover). For safety reasons, rubber gloves should be worn when handling these liquids. Apply the bleach or acetone to the stain and allow it to sit for **no longer than 1-1/2 minutes**, then rinse thoroughly with warm water and wipe dry with a clean cloth. (***Caution:*** prolonged exposure of the laminate surface to bleach will cause discoloration.) if this method appears to be removing the stain but not affecting the color of the laminate surface repeat this step until the stain is removed then rinse the laminate surface with warm water and wipe with a clean, dry cloth to remove any residue.

If you have any questions regarding the care and maintenance of your Pionite decorative laminate sole, please call Pionite's Customer Service department at 1-800-PIONITE (746-6483)

UPHOLSTRY MAINTENANCE

INTERIOR CUSHION- FABRIC COVER

NOTE: This applies to standard woven fabrics only, not to Ultra-leather or special order materials.

CLEANING

- 1) Regular vacuum cleaning or brushing in the direction of the pile with a soft brush.
- 2) Stains should, if possible, be removed at once with a damp cloth. Do not allow stains to harden and age.
- 3) Greasy stains can be removed with ordinary cleaning fluid.
- 4) For overall cleaning, use commercial types of upholstery shampoo using only the foam to protect the back padding from moisture. After a minute or so, remove foam, and when dry, vacuum or brush in the direction of the pile.
- 5) Do not use heat such as an iron or steam.
- 6) The use of some kind of fabric protector, such as "Scotch Guard" is strongly recommended when the cushions are new, and after each cleaning.

ULTRALEATHER

- 1) Spot clean with mild soap and water.
- 2) Air dry or dry quickly with warm setting of a hair dryer.
- 3) For stubborn stains, use mild solvent.

<u>TYPE OF STAIN</u>	<u>MILD DETERGENT</u>	<u>MILD CLEANING FLUID</u>
Coffee, Tea	x	
Red Wine, Liquor	x	
Coke, Soft Drink	x	
Milk	x	
Ketchup	x	
Steak Sauce, Soy Sauce	x	
Mayonnaise, Butter	x	x
Salad Oil	x	x
Chocolate	x	x
Cosmetic Foundation	x	x
Lipstick	x	x
Face Cream	x	x
Suntan oil/ lotion	x	x
Shoe polish	x	x
Machine oil	x	x
Urine	x	x

PLEATED SHADES

A regular vacuuming is all that's required to keep the shades looking new. DO NOT hand wash, machine wash or dry clean, for it will weaken the material. A good upholstery cleaner can be used to spot clean the shades as required.

HATCH MAINTENANCE

USER NOTES

Small vent hatches are restricted to 90 degree opening and should not be forced beyond their stop position, as damage to the lever mechanism may occur. Larger hatches are not self-supporting beyond the vertical position and will fall fully open if unrestrained.

The locking ventilation position is used by closing the handles into the catch block center slot. Care should be taken not to stand on or load the hatch lid in this position, as damage could occur to the handle or catch block.

Always wash the hatch with soap, water and a soft cloth.

Never use abrasive or solvent cleaners on the acrylic lid, as this may at a later date damage the acrylic.

To avoid risk of injury care should be taken to keep hands and limbs clear of lever and lid pinch zones while operating and adjusting the hatch.

Always wash the Portlight or Fixedlight with soap, water, and a soft cloth.

Never use abrasive or solvent cleaners on the window, as this may damage the acrylic.

FRICTION LEVER ADJUSTMENT

The friction lever units installed on Ocean hatches are pre-set when manufactured to give a correct positioning with a minimum opening load. It may be necessary occasionally to adjust the lever setting to correct the operation of the hatch.

Adjustment is made by means of the socket head screws on either side of the lever assembly.

Using a 4mm (5/32) hexagon key, turn the adjusting screw approximately 1/8th of a turn in a clockwise direction to increase the positioning force. This is most easily carried out in the fully open or closed positions.

Do not over tighten the adjusting screws.

On hatches with multiple lever units, care must be taken to adjust all levers to a similar loading.

Open the hatch and check for correct operation.

Re-adjust if necessary until desired operation is achieved.

Lubricants should not be used on the friction lever assemblies, as this will adversely affect the function of the units.

CARING FOR MAIN CABIN FIXED PORTS

WASHING

Wash ACRYLITE FF sheet with a solution of mild soap or detergent and lukewarm water. Use a clean soft cloth, applying only light pressure. Rinse with clean water and dry by blotting with a damp cloth or chamois.

Grease, oil or tar may be removed with a good grade of hexane, aliphatic naphtha, or kerosene. These solvents may be obtained at a paint or hardware store and should be used in accordance with the manufacturer's recommendations.

DO NOT USE: Window cleaning sprays, kitchen scouring compounds, or solvents such as acetone, gasoline, benzene, carbon tetrachloride or lacquer thinner. These can scratch the sheet's surface and/or weaken the sheet causing small surface cracks called "crazing".

DUSTING

Dust with a soft, damp cloth or chamois. Dry or gritty cloths may cause surface scratches and create a static electric charge on the surface (see section on neutralizing static electricity).

POLISHING

Protect ACRYLITE sheet and maintain its surface gloss by occasional polishing with a good plastic cleaner and polish. Apply a thin, even coat with a soft cloth and polish lightly with cotton flannel. Then, wipe with a damp cloth to help eliminate electrostatic charges, which can attract dust particles.

NEUTRALIZING STATIC ELECTRICITY

Several anti-static cleaners for plastics are available which will reduce electricity and dust attraction. Wiping with a soft damp cloth or chamois is all that is necessary to keep ACRYLITE sheet dust-free between applications of these cleaners.

REMOVING SCRATCHES

Fine scratches can be removed by hand polishing. Apply a plastic scratch remover to a soft flannel pad and rub. When the scratches have disappeared, remove all residue and polish. For deeper scratches, first sand lightly, with 400-grit "wet or dry" sandpaper, using plenty of water and rinsing the sandpaper frequently. Follow by buffing with a clean muslin wheel and a good polishing compound. For the highest gloss, use a cleanup wheel made of soft cotton or flannel sections, and on which no compound is used. An electric drill with a buffing wheel is ideal.

SPAR AND RIGGING MAINTENANCE:

STANDING RIGGING:

Your boat is equipped with stainless steel standing rigging, and Dacron running rigging, to give you years of trouble-free service. However, due to normal wear and tear, it is recommended that a periodic inspection be made on all fittings and wire. Turnbuckles should never be neglected and should be unscrewed from time to time in order that they do not seize. Every three months should be about right for the average sailor. A slightly bent turnbuckle shaft or broken wire in your shrouds should be replaced immediately. ★

Under most conditions, 1 X 19 standing rigging has a safe "working" life span of approximately five years: seven years under ideal conditions. Factors which reduce the life of the wire are environmental factors such as high humidity (Florida, the Caribbean, and Gulf States); high salinity (Great Salt Lake, Gulf States or mooring near a sea wall with constant salt spray) extremes in temperature; and industrial pollution (pulp mills, generating plants, acid rains, and smog). High loading of the rigging, as required in most racing boats, also induces stress in the rigging system.

Many of us have to deal with at least one of these conditions and should consider replacing standing rigging nearer the five year limit. ★

Unlike running rigging wire rope, which gives us clear signs that it is deteriorating by broken strands and "meat hooks", standing rigging may give no sign that failure is imminent. The usual point of failure of stay or shroud is approximately 1/4" inside the bottom swedged threaded stud fitting which threads into the turnbuckle barrel.

Although the stud is compressed around the wire during the swedging process, salt water and pollutants work down into the tiny cavities between the wire strands and the inevitable corrosive process starts in the crevice first time the rigging becomes wet with salt water.

A common method of visually monitoring swedge-fitting conditions, employed by distance racers and cruisers, is to dab a small ring of enamel paint around the joint between the wire and the swedge fitting. This will help provide a means to see if the wire is pulling out of the fitting. ★

Another technique used to check the condition of swedge fittings is a "dye penetrant" test. This simple test will detect any cracks which may develop in the fittings due to internal pressure from the corrosive process. Inexpensive dye tests kits usually are available from most welding supply stores. Dye tests usually are not required by weekend sailors, but may be done before an extended cruise or ocean passage if any doubt about the integrity of the rigging exists. ★

All stainless steel wire rope rigging will develop some rust film when new. This is normal. —

The rust is caused by two factors. When wire rope is manufactured, the wire strands are fed over steel rollers during the process of twisting or laying the wire. Trace amounts of the ferrous steel from the rollers and dyes are transferred to the wire strands. As this small amount of steel rusts it causes a film on the new wire.

The second cause of the rust film on new wire is the microscopic veins of ferrous material which exist in all stainless steel. After a period of time, as the surface material veins are depleted, and the stainless steel has been cleaned several times, new rust film development will slow to a minimum.

For the average sailor, the best insurance against a rigging failure is a periodic (every six months is recommended) inspection of all rigging parts, including turnbuckles, and replacement of standing rigging as required. ★

IMPORTANT: If any wear or sign of broken strands is found on the running or standing rigging, it is time to replace that part. Using your boat when the rigging is worn could cause the rigging to fail when you least expect it.

FITTINGS:

Marine fittings today need minimal maintenance. Deck hardware should be hosed down with freshwater after each sail in salt water. Stainless steel fittings such as pulpits and lifeline stanchions should be cleaned and waxed periodically to maintain their appearance. Winches require occasional cleaning and lubrication. Where possible, a maintenance brochure for your winches has been included in this manual. Masthead fittings, halyard sheaves, etc., should be inspected, cleaned and lubricated periodically. Keep your equipment clean of dirt and salt.

SPARS:

Like all other fittings, the mast and boom suffer from salt water, air and spray. These should be kept waxed where possible, and at least always hosed down with fresh water. Always see that the halyards are tied off away from the mast. This will eliminate slapping in the wind, and subsequent marking of the mast. Find a high pressure nozzle and shoot fresh water to the top of the mast and spreaders. This will help keep your sails clean, too, as they rub on the mast and spreaders.

SAIL MAINTENANCE:

Your sails should be protected from chafing. This can be done by either padding the areas that touch the sail or by having your sailmaker attach chafe patches to the sails themselves.

You should check your sails frequently for any signs of wear and have any tears or frayed stitches repaired immediately.

Sails should never be stored in the sun because they are susceptible to decay through exposure to too much ultraviolet light. Always keep your sails covered when they are not in use.

Sails should never be put away wet. If they are wet after sailing, leave them in loose bundles and dry them at your first opportunity.

For most problems, such as common dirt, dried or caked salt, etc., try scrubbing the surface with a soft bristled brush and liquid detergent. Avoid harsh powder detergents and stiff brushes, as they may damage the finish or stitching. This approach should work nicely for most applications. More severe stains can be taken care of by the following:

IMPORTANT: FOR WHITE SAILS ONLY

BLOOD: Soak the stained portion for 10 to 20 minutes in a solution of bleach (Clorox) and warm water. Generally 10 parts water to 1 part bleach. Scrub and repeat if necessary. Rinse thoroughly, particularly nylon, and dry thoroughly.

OIL, GREASE, TAR, WAX: Warm water, soap and elbow grease seem to be effective. On hard stains, proprietary stain remover and dry cleaning fluids should do the trick. Be careful to remove all fluids, as they can soften the various resinated coatings.

RUST AND METALLIC STAINS: These types of stains are very often the most frustrating and difficult to remove. First scrub with soap and water, and apply acetone, M.E.K., or alcohol. As a last resort, you might try a diluted mixture (5%) of Oxalic acid soaked for 10 to 15 minutes. Hydrochloric Acid, 2 parts to 100 in warm water, will also work.

MILDEW: Hot soapy water with a little bleach will generally prevail. After scrubbing, leave the solution on the fabric for a few minutes and rinse thoroughly. When using a bleach, a residual chlorine smell may be present after rinsing. A 1% solution of Thiosulphate (photographers' Hypo) should remove all chlorine traces. Here again, rinse and dry well.

PAINT AND VARNISH: Acetone and M.E.K. should remove most common paint stains. Varnish can be easily removed with alcohol. Generally speaking, use all solvents with care. Always rinse and dry thoroughly. It should be emphasized that nylon ripstop spinnaker fabrics are less durable and more sensitive than their polyester counterparts. Bleaches and solvents can ruin nylon if not used properly.

Follow the above guidelines, take your sails into your sailmaker for periodic inspection, and you will have many effective seasons of racing and cruising pleasure.

Care and Maintenance of Acrylics

Cleaning Directions:

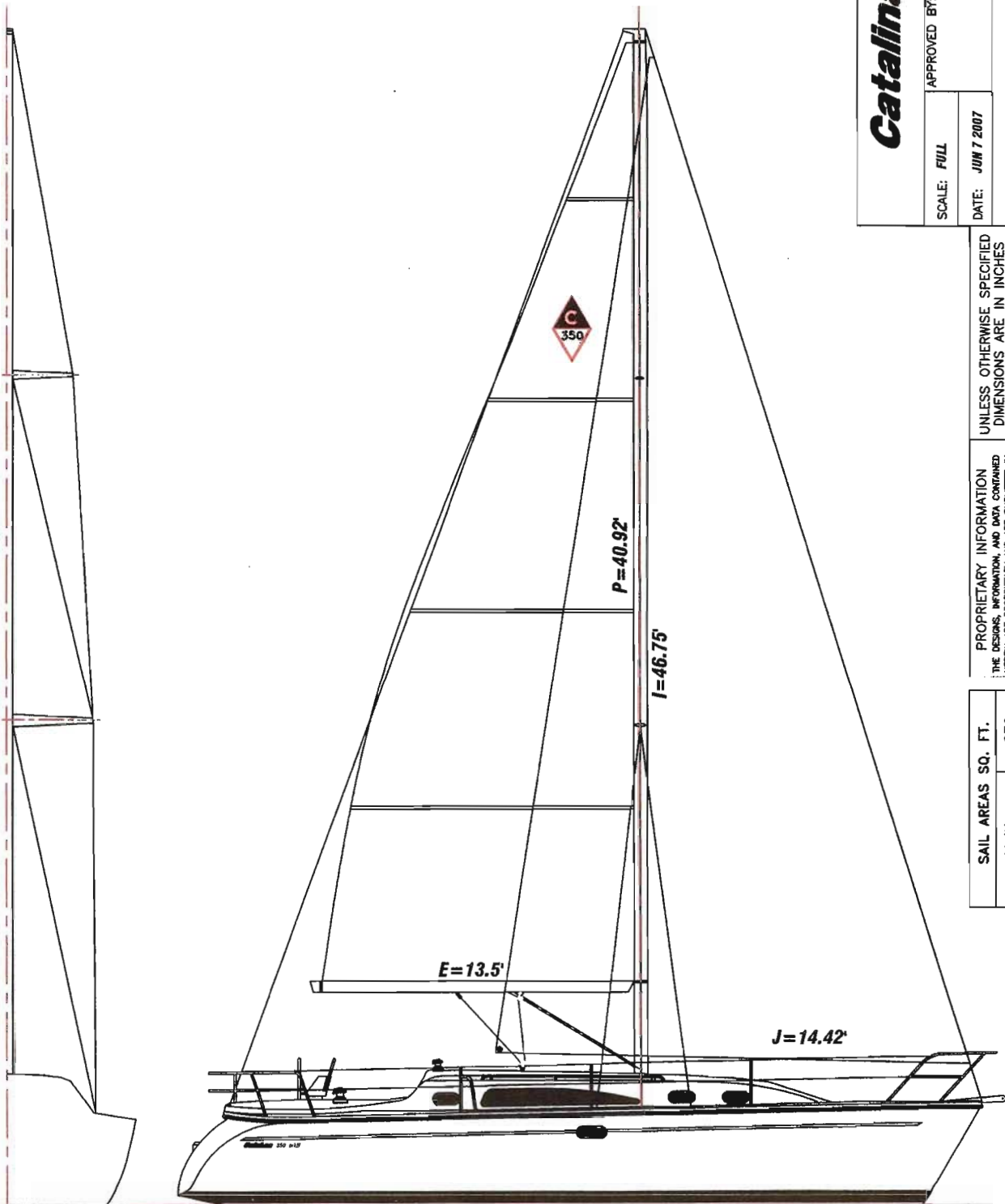
Washing – Wash Plexiglas sheet with a mild soap or detergent and lukewarm water solution. Use a clean soft cloth or sponge and as much solution as possible. Rinse well. Dry by blotting with a damp cloth or chamois.

Do not use: Window cleaning fluids, scouring compounds, gritty cloths, leaded or ethyl gasolines or solvents such as alcohol, acetone, carbon tetrachloride, etc.

To remove tar, grease, paint, etc. use a good grade of naphtha or kerosene. Users of these solvents should become familiar with their properties to handle them safely.

Polishing – Apply a thin, even coat of a good grade of automobile paste wax (not a cleaner-wax combination) with a soft clean cloth to protect the surface of the Plexiglas sheet and maintain its luster. Buff lightly with a clean cotton flannel or jersey cloth. After polishing, wipe with a clean damp cloth to ground any electrostatic charges which may attract dust particles.

Antistatic Coatings – These coatings can be used to prevent the accumulation of electrostatic charge.



Catalina Yachts

SCALE: FULL
DATE: JUN 7 2007
APPROVED BY:
DRAWN BY:
REVISED:

SAIL PLAN

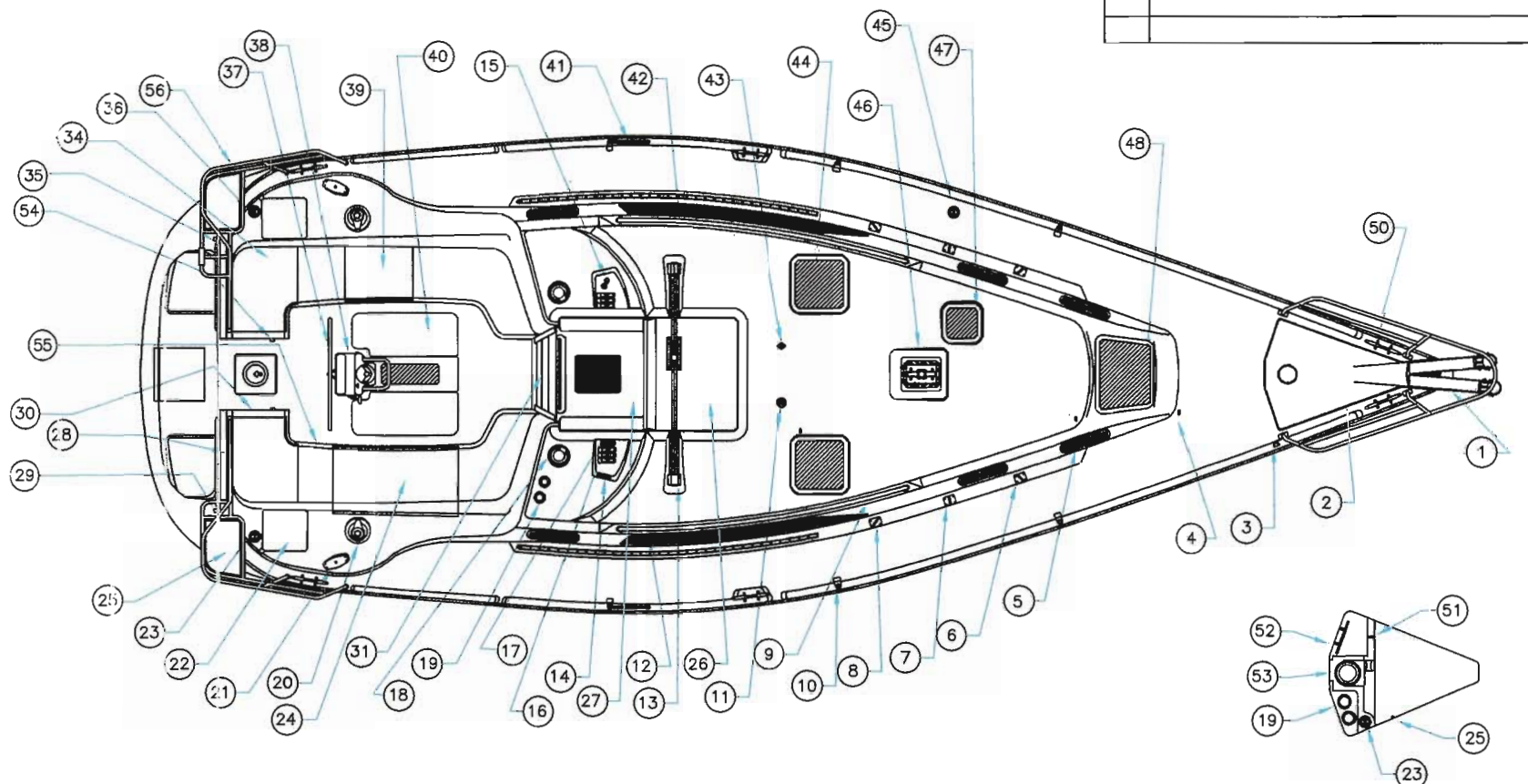
BOAT: **C-350 MKII**
DRAWING NUMBER: **350-37001-5**

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DIMENSIONS ARE IN INCHES
GENERAL TOLERANCES
ANGLES : $\pm 0.5^\circ$
X.X : ± 0.1
X.XX : ± 0.01
X.XXX : ± 0.005
SURFACE FINISH:
DO NOT SCALE DRAWING

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SAIL AREAS SQ. FT.	
MAIN	276
100% FORE	337
135% FORE	455
TOTAL W/ 100%	613
TOTAL W/ 135%	731

NO	REVISIONS	DATE
0	Mark II Initial Issue	6/5/07



NOT SHOWN:
SWIM LADDER
ESCAPE HATCH LEWMAR 20"x20"
HELM SEAT

INSIDE ANCHOR LOCKER

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ANGLES : $\pm 0.5^\circ$

X.X : ± 0.1

X.XX : ± 0.01

X.XXX : ± 0.005

SURFACE FINISH: 63

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(727) 544-6681

SCALE:

APPROVED BY:

DRAWN BY D.A.J.

DATE: 6/05/2007

REVISED

DECK PLAN

BOAT:

Catalina 350 Mark II

DRAWING NUMBER
25051-0

- | | |
|-----------------------------------|---------------------------------------|
| 1) ANCHOR ROLLER | 31) TEAK HATCH BOARDS |
| 2) ANCHOR LOCKER HATCH | 32) VOID |
| 3) STANDUP BLOCK | 33) VOID |
| 4) BULLSEYE FAIRLEED (3x) | 34) LAZARETTE LOCKER HATCH (2X) |
| 5) PORTLIGHT (6x) | 35) VENT, DIESEL (2x) |
| 6) CHAINPLATE, FWD. LOWER (2x) | 36) DECK FILL, DIESEL |
| 7) CHAINPLATE, MAIN (2x) | 37) WHEEL |
| 8) CHAINPLATE, AFT LOWER (2x) | 38) PEDESTAL |
| 9) HANDRAIL (2x) | 39) FG ESCAPE HATCH COVER |
| 10) STANCHION (4x) | 40) COCKPIT TABLE (OPTIONAL) |
| 11) STANDUP BLOCK | 41) GATE (2x) |
| 12) GENOA TRACK (2x) | 42) PLEXIGLASS WINDOW (2x) |
| 13) TRAVELER ASSEMBLY | 43) DIAMOND PADEYE |
| 14) JAM CLEAT | 44) LEWMAR HATCH, 19" x 19" (2x) |
| 15) CAM CLEAT (2x) | 45) DECK PUMPOUT, WASTE |
| 16) SHEET STOPPER (6x) | 46) MASTSTEP ORGANIZER |
| 17) CLAM CLEAT (2x) | 47) LEWMAR HATCH, 12" x 12" (3x) |
| 18) PRIMARY WINCH (2x) | 48) LEWMAR TRAPEZIOD HATCH, 21" x 26' |
| 19) FOOT SWITCH (2x)(OPTIONAL 2X) | 49) VOID |
| 20) SECONDARY WINCH (2x) | 50) 12" CLEAT (6x) |
| 21) FOOT BLOCK (2x) | 51) PADEYE |
| 22) PROPANE LOCKER HATCH (2X) | 52) 10" CLEAT |
| 23) DECKFILL, WATER (2x) | 53) WINDLASS |
| 24) WET LOCKER HATCH | 54) HELM SEAT LATCH (2x) |
| 25) VENT, PROPANE LOCKER (2x) | 55) MANUAL BILGE PUMP |
| 26) SEA HOOD | 56) STERN PULPIT (2x) |
| 27) SLIDER HATCH | |
| 28) PADEYE, BACKSTAY (2x) | |
| 29) VENT, WATER TANK (2x) | |
| 30) DECK SHOWER | |

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ANGLES : $\pm 0.5^\circ$

X.X : ± 0.1

X.XX : ± 0.01

X.XXX : ± 0.005

SURFACE FINISH: 63

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SCALE: N.T.S.

APPROVED BY:

DRAWN BY D.A.J.

DATE: 6/5/2007

REVISED

DECK PLAN PARTS LIST

BOAT:

CATALINA 350 Mark II

DRAWING NUMBER

25051-0



3.1.0 **RIGGING:**

3.1.1 **STEPPING THE MAST:**

1. Before stepping the mast check all standing rigging lengths against the checklist
2. Check all mast light wiring, be sure the masthead anchor light, steaming light and deck light function, the wires exiting at the base of the spar should be taped up to prevent damage when the spar is set on the step.
3. Prepare to step the mast in the following sequence:
 - a) Check all rigging lengths and inspect all end fittings.
 - b) Attach all shrouds, forestay and backstay. Tape clevis pins and spreader tips, check all halyards and tape to mast.
 - c) Connect and check mast wiring and mast light wiring at mast step.
 - d) Make electrical connections at base of mast for mast lights and check circuits.
 - e) Run halyards through turning blocks at deck.
 - f) Tune rigging at dock and when under sail.

3.1.2 **TUNING THE MAST:**

To optimize performance and minimize the chance of mast failure, your mast should be tuned properly. The aims of rig tuning are as follow:

- A. Ensure a straight mast athwartships.
 - B. Control sail shape.
 - C. Achieve proper helm balance in a variety of conditions.
 - D. Spread loads appropriately on spars, rigging, and boat.
1. First, set mast rake at 0 degree rake to ensure proper performance of the spreaders in conjunction with the shrouds. Increasing the rake of the mast allows the spreaders to fall aft of the chainplates, which neutralizes their proper function. To determine the rake of the mast hang a weight from the main halyard and adjust the headstay turnbuckle so that the weight falls just to the aft edge of the mast. Make sure that the boat is level and that there is no bend in the mast.
 2. Since the boat is deck stepped, you need to induce prebend to achieve the greatest performance for your rig and sails. Inducing prebend in the mast will increase performance of your mainsail and stabilize the middle part of the mast and thus minimize rig pump in a seaway. Before tightening your lowers, induce prebend by putting a good amount of backstay, which should pull the mast aft. To also aid in this process you can attach your main halyard to the end of your boom and cleat off the halyard so that the boom is resting parallel to the water. You can then put tension onto your boom vang to help push the mast forward in its mid section. With the combination of both backstay and vang tension you should be able to achieve the proper amount of prebend in your mast. As you tighten the lower shrouds the degree of prebend can be taken out accordingly.
 3. For shroud adjustment make sure that there is enough backstay to give a slight aft bend in the mast. Next the shrouds should be adjusted. First tighten your cap shrouds and ensure that the mast is in column by taking your main halyard and checking that the distance from the masthead to each chainplate is equidistant. Once this is achieved and the cap shrouds are tensioned you can now adjust the lower shrouds. Follow the same procedure as you did with the cap shrouds and as you tighten the lower shrouds a slight amount of prebend will be taken out. At this stage the cap

shrouds should be tighter than the lowers. The intermediate shrouds should be the last shrouds adjusted. The intermediates should be the least tensioned shroud on the rig. As a gauge, they should be slightly less tensioned than the lowers. Check for mast straightness by sighting up the sail track and adjust the shroud turnbuckles accordingly. Slightly ease the tension in the backstay to double check that you are happy with the fore, aft, and sideways bend of the mast (there should be of course none of the latter.)

4. The shrouds should be fine tuned while sailing to weather in a moderate breeze. Always adjust the shrouds starting from the lowers and progressing up and be sure to check for mast straightness on both tacks. Check the leeward rigging tensions as follows:
 - a. Cap shrouds and lowers fairly tight with a slight decrease in tension.
 - b. Intermediates just about to go slack.
 - c. Continue tacking to ensure equal tension on all leeward shrouds on both tacks.
 - d. Back at the dock, check that the mast is still straight athwartships.

3.1.9 MAINSAIL REEFING:

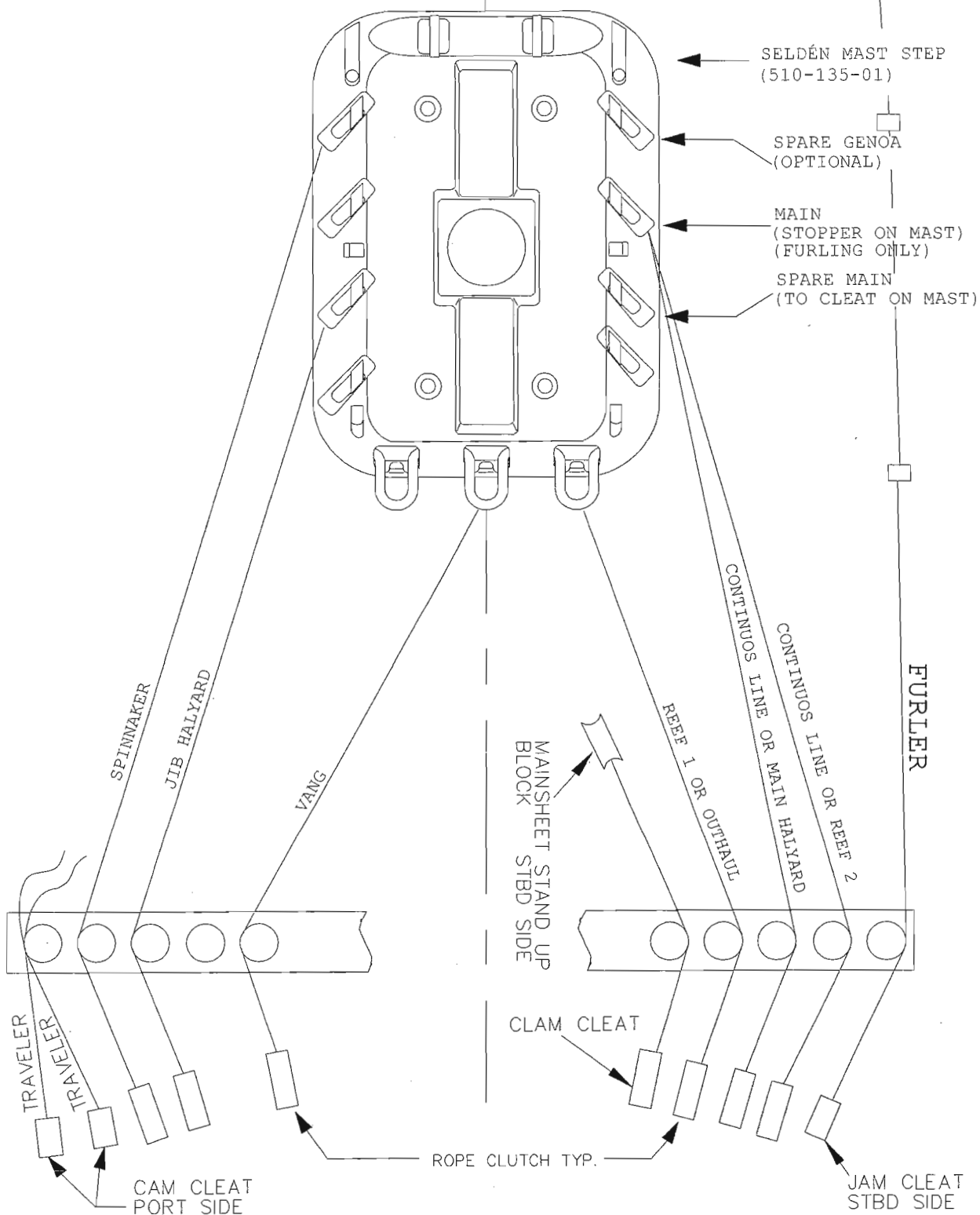
Reefing should always be done before it becomes necessary. Some sailors use the rule of thumb that the thought of reefing occurs to you, it is time to reef. Sailing at extreme angles of heel, 25 degrees or more, is not efficient, fast or comfortable.

Your Catalina is equipped with single line reefing, for reefing the mainsail. The system consists of a line tied around the boom and reefed through the cringles, internal boom sheaves, and blocks as shown in the illustration. A second reef line may be installed in a like manner, but to the opposite side of the boom, and led to the starboard side of the cockpit.

Tie a loop of line around the main boom with a bowline, through the cringles at the first reef and into the boom on the starboard sheave. The line exists the starboard forward sheave and through the cringle in the sail at the first reef. Lead the line to the turning block at the base of the mast, through the organizer on the deck and through the sheet stopper to the winch on the port side.

REEFING PROCEDURE:

1. Take up the slack in the main boom topping lift and ease the boom vang.
2. East the mainsheet.
3. Release the main halyard on the starboard side of the cockpit, to a predetermined point. (marking the halyard with ink or a colored thread into the line is helpful.) Recleat the halyard after lowering.
4. Pull the luff and leach cringles down to the boom by pulling the reefing line through the blocks with the port cockpit winch and cleat off.
5. Trim in the mainsheet and retension the boom vang.
6. Tie off remaining reef points with lines around boom.
7. Snug up the main halyard as required to flatten out the mainsail.
8. Ease the topping lift.



NOTES

USE WITH SELDEN MAST

SELDEN CHANGES IN BLUE

LATEST REV BY SELDEN: 02/26/2007



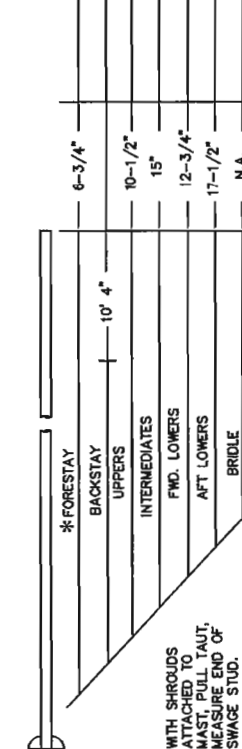
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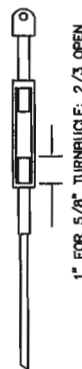
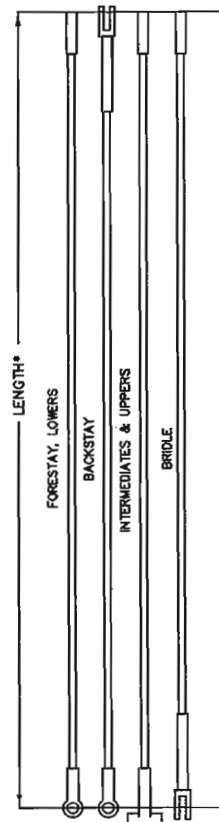
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LARGO, FL. 33777
(727)544-5681

SCALE: NONE	APPROVED BY:	DRAWN BY: R.D.A.
DATE: 05/30/07	FILE:	
TITLE: CABIN TOP HALYARD ARRANGEMENT- SELDEN		SIZE: 1/1
BOAT: CATALINA 350		DRAWING NUMBER: 35006-1
CONVENTIONAL OR INMST FURLING		

CHECK OVERHANG LENGTHS BEFORE STEPPING MAST



CHECK OVERHANG LENGTHS BEFORE STEPPING



NOTE:
2100 SCHAEFER FURLING SYSTEM
KIT (SK-6510-350) WITH 12-1/2" INCH LINK PLATE PIN TO PIN.

- STANDING RIGGING -					
ITEM	QTY.	LENGTH*	MATERIAL	TOP FITTING	BOTTOM FITTING
FORESTAY	1	46' 7-1/2"	5/16" DIA 1x19 S.S.	MARINE EYE- 5/8" PIN	SS-10-5/8"
BACKSTAY	1	38' 3-1/4"	5/16" DIA 1x19 S.S.	MARINE EYE- 5/8" PIN	AF-10 7/16 PIN
UPPERS	2	44' 9-3/4"	5/16" DIA 1x19 S.S.	T FITTING	SS-10-5/8"
INTERMEDIATES	2	28' 11-1/4"	1/4" DIA 1x19 S.S.	T FITTING	SS-8-1/2"
FWD. LOWERS	2	15' 1"	5/16" DIA 1x19 S.S.	MARINE EYE	SS-10-5/8"
AFT LOWERS	2	14' 8-3/8"	5/16" DIA 1x19 S.S.	MARINE EYE	SS-10-5/8"
BACKSTAY BRIDLE	2	14' 3-5/8"	1/4" DIA 1x19 S.S.	FORK, 3/8" PIN	SS-8-1/2"

- RUNNING RIGGING -					
ITEM	QTY.	LENGTH	MATERIAL	NOTES	
SPINNER SHEETS	2	80'	1/2" DIA. Y.B.	(OPTIONAL) LGE. SNAP SCHACKLES	
MAINSHEET	1	100'	1/2" DIA. Y.B.		
GENOA SHEETS	2	90'	1/2" DIA. Y.B.		
TRAVELER	2	35'	3/8" DIA. Y.B.		
BOOM TOP. LIFT	1	115'	3/8" DIA. Y.B.		
REEF LINE	1	60	3/8" DIA. XLS		
2ND REEF LINE	1	90	3/8" DIA. XLS		
VANG LINE	1	25	3/8" DIA.		

- HALYARDS -					
ITEM	QTY.	LENGTH	MATERIAL	NOTES	
MAIN HALYARD	1	120'	1/2" DIA. XLS	BLUE, HEAD BOARD SCHACKLE	
GENOA HALYARD	2	120'	1/2" DIA. XLS	1 W/GREEN, 1 W/RED, LGE. SNAP SCHAC.	
SPINNER HALYARD	1	130'	1/2" DIA. XLS	(OPTIONAL) LGE. SNAP SCHACKLE, BLUE	

* SUPPLIED BY MAST MANUFACTURER

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X.X : ± 0.1
X.XX : ± 0.01
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SURFACE FINISH: 63
DO NOT SCALE DRAWING

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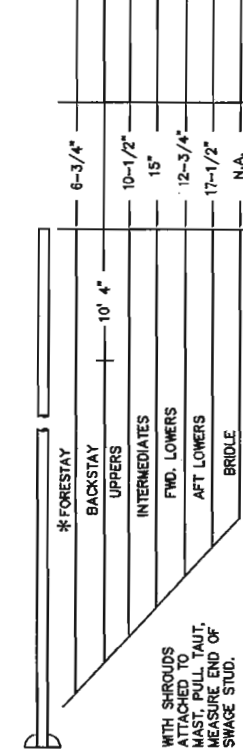
Catalina Yachts 7200 BRYAN DIARY RD.
LARGO, FL 33777
(727) 544-6661

SCALE: N.T.S. APPROVED BY: DRAWN BY DCJ
DATE: 4/7/06 REVISED

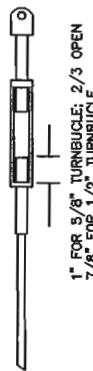
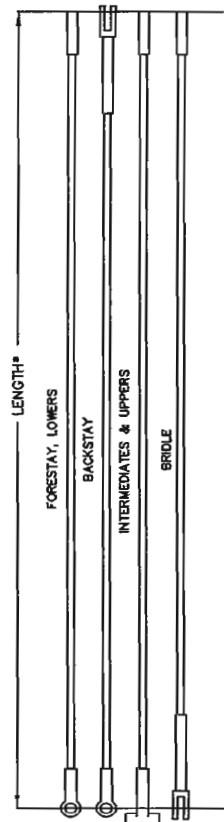
RIGGING LENGTH SCHEDULE
SELDEN STANDARD

BOAT: CATALINA 350 DRAWING NUMBER
34070-0

CHECK OVERHANG LENGTHS BEFORE STEPPING MAST



CHECK OVERHANG LENGTHS BEFORE STEPPING



NOTE:
2100 SCHAEFER FURLING SYSTEM
KIT (SK-6510-350) WITH 12-1/2" INCH LINK PLATE PIN TO PIN.

- STANDING RIGGING -				
ITEM	QTY.	LENGTH*	MATERIAL	BOTTOM FITTING
FORESTAY	1	46' 7-1/2"	5/16" DIA 1x19 S.S.	SS-10-5/8"
BACKSTAY	1	36' 3-1/4"	5/16" DIA 1x19 S.S.	AF-10 7/16 PIN
UPPIERS	2	44' 9-3/4"	5/16" DIA 1x19 S.S.	SS-10-5/8"
INTERMED.	2	29' 11-1/4"	1/4" DIA 1x19 S.S.	SS-8-1/2"
FWD. LOWERS	2	18' 1"	5/16" DIA 1x19 S.S.	SS-10-5/8"
AFT. LOWERS	2	14' 8-3/8"	5/16" DIA 1x19 S.S.	SS-10-5/8"
BACKSTAY BRIDLE	2	14' 3-5/8"	1/4" DIA 1x19 S.S.	SS-8-1/2"

- RUNNING RIGGING -				
ITEM	QTY.	LENGTH	MATERIAL	NOTES
SPINNER SHEETS	2	80'	1/2" DIA. Y.B.	(OPTIONAL) LGE. SNAP SCHACKLES
MAINSHEET	1	100'	1/2" DIA. Y.B.	
GENOA SHEETS	2	50'	1/2" DIA. Y.B.	
TRAVELER	2	36'	3/8" DIA. Y.B.	
BOOM TOP. LIFT	1	115'	3/8" DIA. Y.B.	
ENDLESS REEF LINE	1	80'	3/8" DIA. XLS	
VANG LINE	1	25'	3/8" DIA.	

- HALYARDS -				
ITEM	QTY.	LENGTH	MATERIAL	NOTES
MAIN HALYARD	1	120'	1/2" DIA. XLS	BLUE, HEAD BOARD SCHACKLE
GENOA HALYARD	2	120'	1/2" DIA. XLS	1 W/GREEN, 1 W/RED. LGE. SNAP SCHAC.
SPINNER HALYARD	1	130'	1/2" DIA. XLS	(OPTIONAL) LGE. SNAP SCHACKLE, BLUE

* SUPPLIED BY MAST MANUFACTURER

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
GENERAL TOLERANCES
ANGLES : $\pm 0.5^\circ$
X.X : ± 0.1
X.XX : ± 0.01
X.XXX : ± 0.005
SURFACE FINISH: 63
DO NOT SCALE DRAWING

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Catalina Yachts 7200 BRYAN DIARY RD. JANESVILLE, FL 33777 (727) 344-6861	
SCALE: N.T.S.	APPROVED BY: DCU
DATE: 4/7/06	REVISED
RIGGING LENGTH SCHEDULE SELDEN FURLER	
BOAT: CATALINA 350	DRAWING NUMBER 34060-0

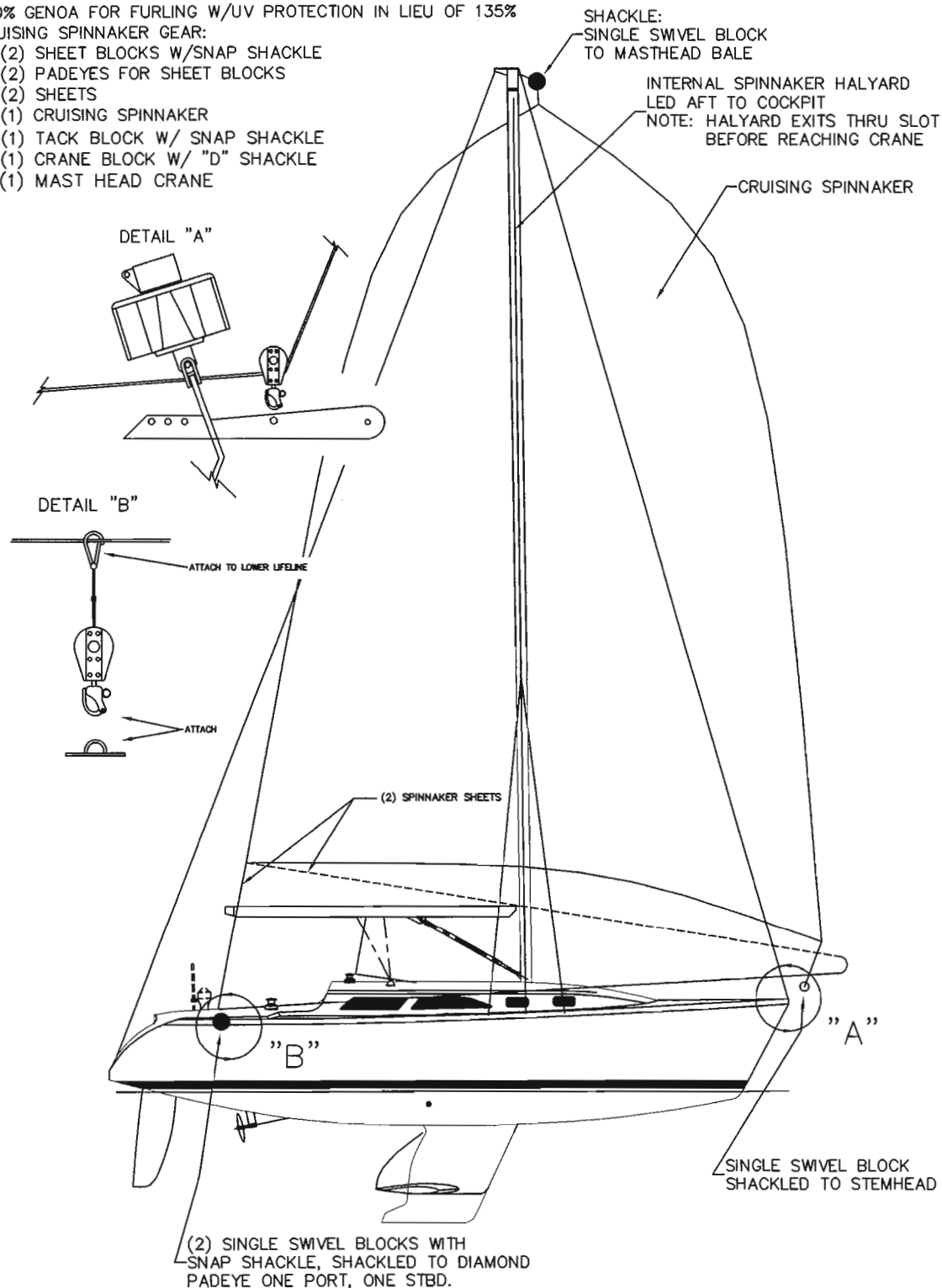
NO

REVISIONS

DATE

OPTIONAL EQUIPMENT:

- (1) SECOND REEFING LINE
- (1) 150% GENOA FOR FURLING W/UV PROTECTION IN LIEU OF 135%
- (1) CRUISING SPINNAKER GEAR:
 - (2) SHEET BLOCKS W/SNAP SHACKLE
 - (2) PADEYES FOR SHEET BLOCKS
 - (2) SHEETS
 - (1) CRUISING SPINNAKER
 - (1) TACK BLOCK W/ SNAP SHACKLE
 - (1) CRANE BLOCK W/ "D" SHACKLE
 - (1) MAST HEAD CRANE



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SURFACE FINISH: 63

DO NOT SCALE DRAWING

Catalina Yachts

7200 BRYAN DIARY RD.
LARGO, FL. 33777
(727) 544-6681

SCALE: N.T.S.

APPROVED BY:

DRAWN BY K.W.N.

DATE: 04/23/02

REVISED

SPINNAKER OPTION RIGGING

BOAT: CATALINA 350

DRAWING NUMBER
35053-0

ELECTRICAL DC 12 VOLT:

BATTERIES:

Your electrical system is powered by 2 marine grade, 12 volt, deep cycle batteries. Attention should be given to maintaining the proper level of distilled water. Do not overfill. The batteries are located under the settee, forward of the galley. ★

The batteries are provided with a tie down to prevent tipping over at extreme angles of heel. Be sure these tie downs are fastened securely. ★

With proper care, the batteries installed in your Catalina will provide long and reliable service. Proper care is not difficult if a few basic points are kept in mind.

Your batteries should be checked periodically for any cracks or breaks in the case or cover and any cracks in the sealing compound. If there is any damage, the battery should be replaced at once. ★

WARNING: The electrolyte in a battery is a solution of sulfuric acid. If any should come in contact with the eyes, rinse immediately with large amounts of fresh water and seek medical attention. Electrolyte spilled on skin should be rinsed well with fresh water also. Even a small amount of electrolyte spilled on clothing will destroy the clothing.

ELECTROLYTE LEVEL:

The electrolyte level in a battery should never be allowed to fall low enough to expose the plates. This not only results in a loss of battery capacity while the battery is low, but will cause hardening of the active material on the battery plates. This will result in a permanent loss of battery capacity. ★

CAUTION: Use only pure distilled water to replenish electrolyte levels. The water from many city water supply systems is unsatisfactory for battery use.

CHARGING THE BATTERY:

Before adding water, a hydrometer reading of the battery should be taken. If the reading shows the battery to be above 1.225 specific gravity, the battery has a sufficient charge. If the reading is below 1.225, the battery should be removed for bench charge.

Once charged, the battery should have a specific gravity of at least 1.260. If this cannot be reached, the battery should be inspected by a battery supplier.

The batteries should be checked often to ensure that they do not run down. Check that all battery cells keep an even fluid level and that the fluid is about 3/8" above the top of the separators. ★

If one or two cells have lower fluid levels, it is a good indicator that something is wrong with the battery, and it should be checked.

DISCHARGED STATE:

Leaving a battery in a discharged state for any length of time can also result in a permanent loss of capacity for the battery. Since it will freeze at relatively low temperatures, leaving it in the cold weather can destroy the battery.

CLEAN CONNECTIONS:

Keep battery connections clean and tight. A cupful of strong baking soda solution and a toothbrush will clean corrosion from the terminals and neutralize any spilled acid (do not allow any of the solution to enter the battery cells). A coating of petroleum jelly on the battery terminals will inhibit corrosion.

MAIN BATTERY SWITCH:

The circulator battery switch has the markings 1, 2 and "ALL" as well as "OFF". You can selectively charge the battery with the engine alternator. Many experienced sailors use battery #1 for electrical lighting needs and keep #2 in reserve for starting the engine.

When the engine is running, never select the "OFF" position or the alternator diodes will be burned out. !

If both batteries are of equal charge, keep the selector switch on "ALL" position, and use "ALL" to start the engine if both batteries are low.

ELECTRICAL SYSTEM:

The Catalina is equipped with a standard 12-volt DC system and 110-115 volt AC system. The wiring is run to prevent chaffing or contact with water, where possible, and is supported as needed. We recommend that you check all the connections at least once a year for corrosion, loose fittings, etc. ★

DC - 12 VOLT SYSTEM:

The DC system is powered by two deep cycle batteries located under the settee seat forward of the head.

MAIN DC CIRCUIT BREAKER:

Operating switches for lights and accessories are located on the main switch panel. The main circuit breaker will automatically trip to the OFF position in the event of an overload to the circuit. If the breaker trips to OFF, the cause should be determined and any necessary repairs should be made before repositioning the circuit breaker switch to ON.

Before purchasing any electrical accessories for your boat, ensure that they are compatible to a negative ground system. !

IMPORTANT: Be sure to disconnect the batteries and disconnect AC shore power cord before opening the panel, or severe injuries may result.

All wires, terminals and connections should be checked periodically for loose connections or corrossions which could cause high resistance, electrical sparks or fires. The engine accessory wiring should also be checked at this time. ★

NAVIGATION LIGHTS:

Navigation lights should be used in accordance with the rules and regulations of the waters in which you intend to sail.

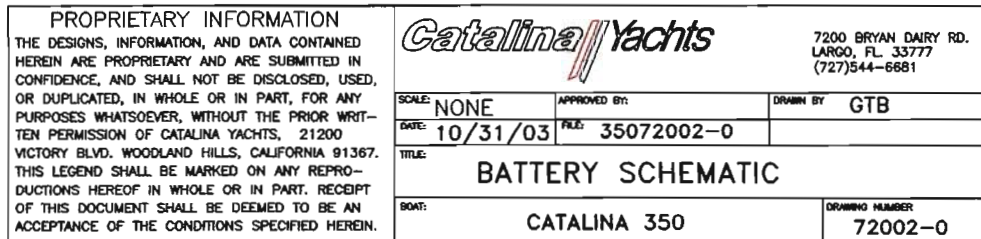
Generally, navigation lights should be used from dusk to dawn in all weather conditions. It is advisable to use the navigation lights any time visibility is poor.
Your Catalina Yacht is equipped with the following navigation lights:

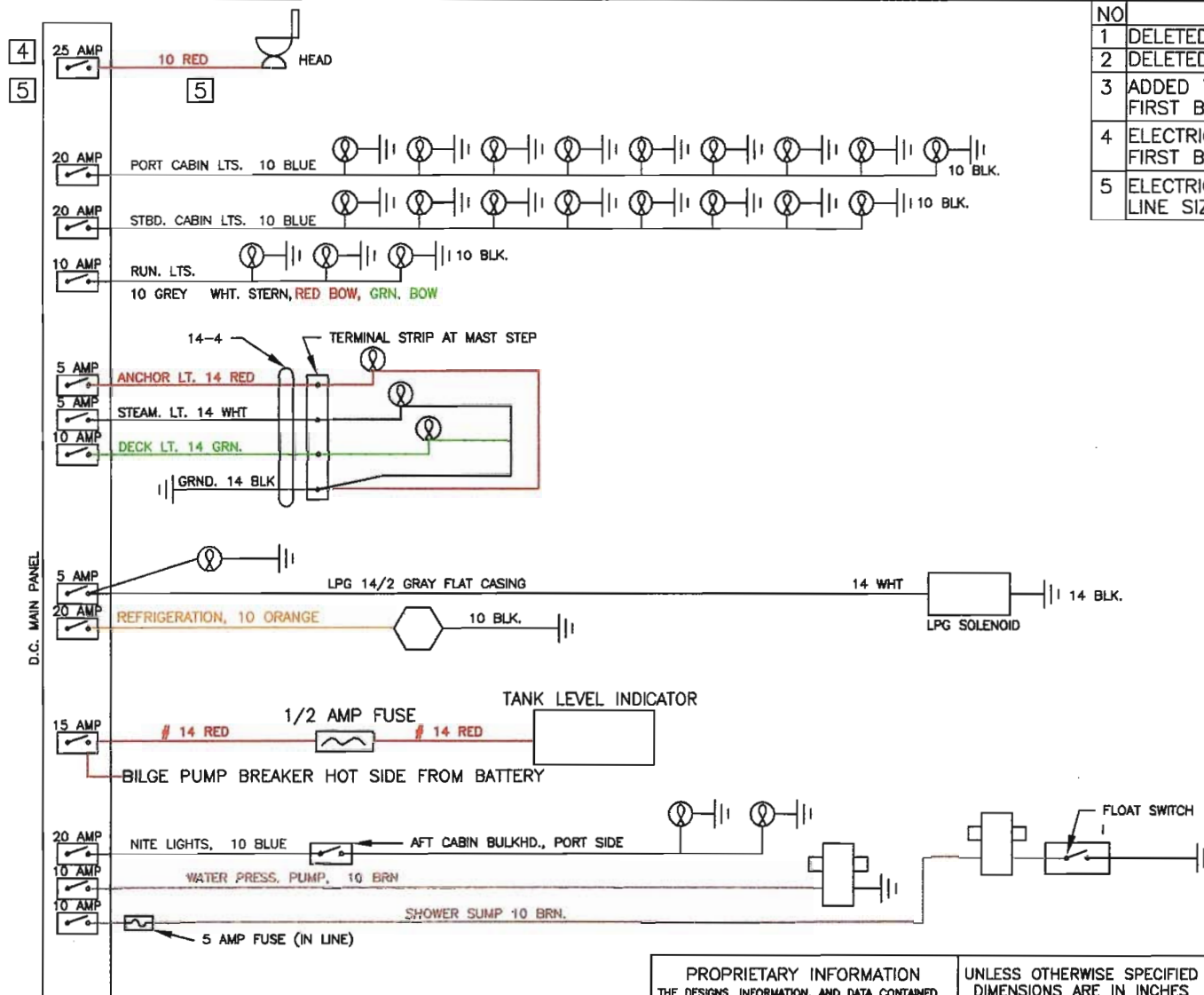
- a) Red and Green 112.5° combination running lights mounted on the bow pulpit.
- b) White 135° stern running light mounted on the stern pulpit.
- c) White 225° steaming light mounted on the mast.
- d) White 360° anchor light mounted on the masthead.

(a) and (b) are wired to the running light switch on the panel. (2) is wired to the steaming light switch, and (d) is wired to the anchor light switch.

When underway by sail, the bow running light and stern running light must be used. When underway by power, the steaming light, bow and stern running lights must be on. At anchor, the anchor light should be on, the running (a) and (b) and steaming (2) should be off.





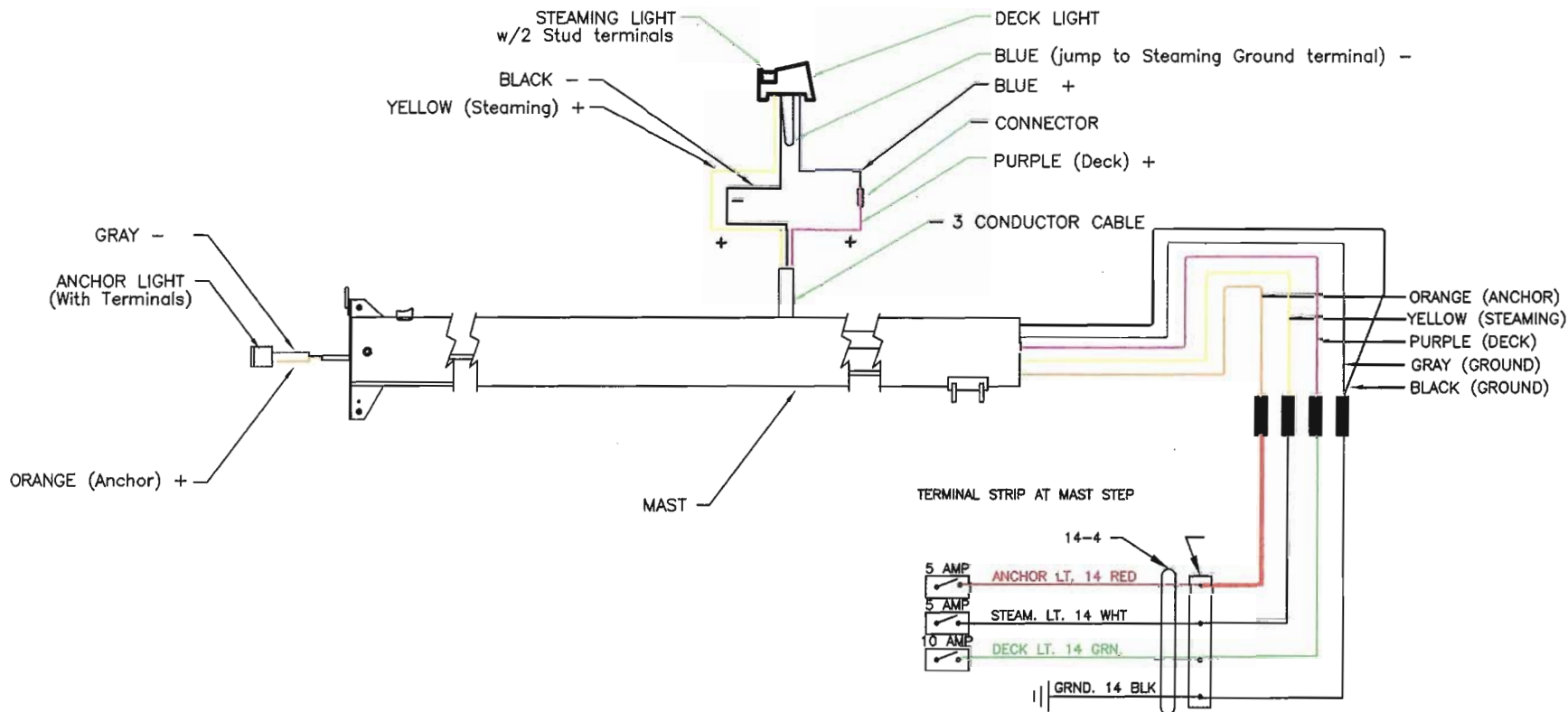


NO	REVISION	DATE
1	DELETED CARBON MONOXIDE DETECTOR.	03/25/01
2	DELETED LPG SWITCH. FIRST BOAT #4.	05/03/02
3	ADDED TANK LEVEL INDICATOR FIRST BOAT # 001	08/20/02
4	ELECTRIC HEAD BREAKER, WAS 25 AMP. FIRST BOAT # 170	09/08/03
5	ELECTRIC HEAD BREAKER, WAS 30 AMP. LINE SIZE WAS #6 GAGE	10/28/03

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X.XX : ± 0.01
X.XXX : ± 0.005
SURFACE FINISH: 63
DO NOT SCALE DRAWING

Catalina Yachts		7200 BRYAN DIARY RD. LARGO, FL. 33777 (727) 544-6681	
SCALE: N.T.S.	APPROVED BY:	DRAWN BY C.D.	
DATE: 01/09/02		REVISED	
12 VOLT D.C. WIRING SCHEMATIC			
BOAT: CATALINA 350		DRAWING NUMBER 72050-5	

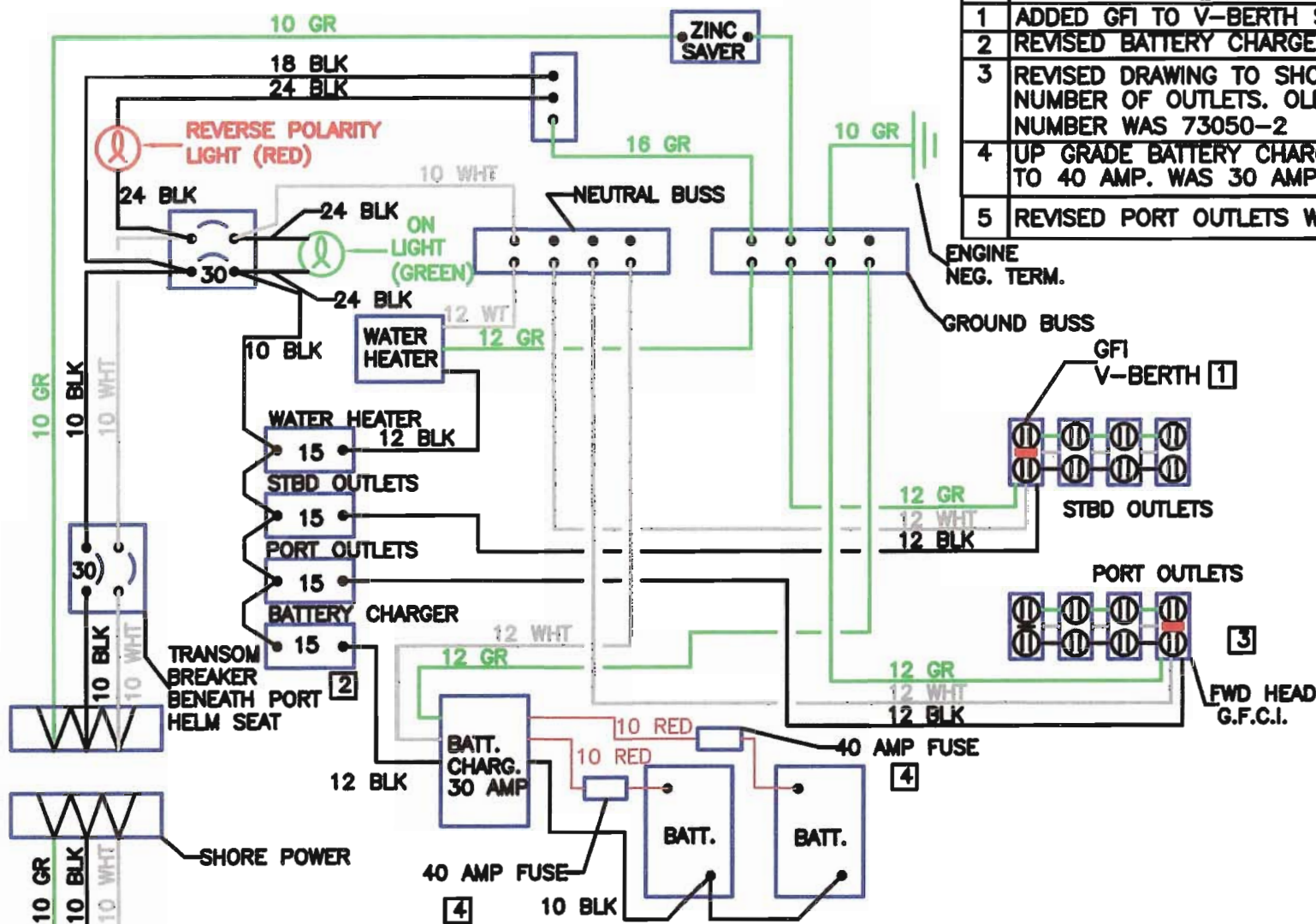


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SCALE: N.T.S.	APPROVED BY:	DRAWN BY C.D.	
DATE: 01/09/02		REVISED	
MAST WIRING			
BOAT: CATALINA 350		DRAWING NUMBER	

NO	REVISION	DATE
1	ADDED GFI TO V-BERTH STBD SIDE.	02/06/02
2	REVISED BATTERY CHARGER FUSE, WAS 30	02/20/02
3	REVISED DRAWING TO SHOW CORRECT NUMBER OF OUTLETS. OLD DRAWING NUMBER WAS 73050-2	12/29/03
4	UP GRADE BATTERY CHARGER FUSE TO 40 AMP. WAS 30 AMP.	02/25/04
5	REVISED PORT OUTLETS WITH GFI.	06/21/04



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Catalina Yachts 7200 BRYAN DIARY RD.
LARGO, FL 33777
(727) 544-6681

SCALE: N.T.S.	APPROVED BY:	DRAWN BY C.D.
DATE: 01/08/02		REVISED

110 VOLT SCHEMATIC

BOAT: CATALINA 350	DRAWING NUMBER 73055-4
--------------------	------------------------

ELECTRICAL AC - 110-115 VOLT SYSTEM:

The 110V AC power system depends upon the boat being connected to 110V-30 amp shore power connector. The factory option offers a 50' shore power cable which should be plugged into the 110V inlet on the boat (located on the transom) and into the shore power connector on the dock.

IMPORTANT: TO MINIMIZE SHOCK AND FIRE HAZARDS:

1. Turn off the boat's shore connection switch before connecting or disconnecting the shore power cable.
2. Connect the shore power cable at the boat first.
3. If the polarity warning indicator is activated, disconnect the cable immediately.
4. Disconnect the shore power cable at the shore outlet first.
5. Close the shore power inlet cover tightly.
6. DO NOT ALTER THE SHORE POWER CABLE CONNECTORS IN ANY WAY. SEVERE INJURY MAY OCCUR.

Care should be taken to support the shore power cable at both ends to allow sufficient slack to avoid pulling. Remember to allow for the tide.

The master breaker switch is 30 amp, two pole type, located in the port stern locker. There are five (5) 110V outlets. Be certain that all 110 volt appliances, other than lamps, have an adequate grounding connector. Wet feet or moist atmosphere increases the potential shock hazard.

There is a reverse polarity indicator on the panel. With all switches off, attach the power cable to the inlet. Next, attach the power cable to the dock outlet. If the reverse polarity light comes on, **DISCONNECT THE CORD IMMEDIATELY!** This indicates a reverse polarity situation which is very dangerous.

WARNING: Do not open the electrical panel for any purpose with the shore power cable connected to the dock. 110 volt wiring is exposed when the panel is open. Contact with the 110 volt wiring can cause electrocution. Electricity is dangerous. Even when safety devices are present, handle with care and use reasonable caution.

GROUND FAULT INTERRUPTER:

G.F.I. receptacles are designed to provide protection against electrical shock hazards due to line-to-ground faults. Although the G.F.I. receptacle does not limit the magnitude of the fault current, and therefore cannot prevent electrical shock, it does limit the duration of the shock to a period considered safe for normal healthy persons. G.F.I. receptacles will provide protection against ground faults only. They will not protect against overload or short circuits. There is no known device that will guard against the electric shock hazard resulting from contact with both the "hot" and neutral wires of the electrical circuit.

The 110V AC outlets in the Catalina Yacht are protected by the G.F.I. receptacle. If there is a power failure which does not affect the fuse or breaker serving these outlets, unplug all cord-

connected appliances from the protected outlets, unplug all cord-connected appliances from the protected outlets and restore power by pressing the red RESET button on the receptacle. Push the RESET back in and reconnect the appliances one at a time. Any defective appliance will trip the button and should be repaired at once.

If the appliances are all disconnected, and the RESET button will not stay in, call a qualified electrician. If the RESET button does not pop out when the blue TEST button is pressed, PROTECTION IS LOST. Do not use any of the outlets and call a qualified electrician immediately.

IMPORTANT: Your Ground Fault Interrupter Circuit should be tested regularly.
Use the following steps:

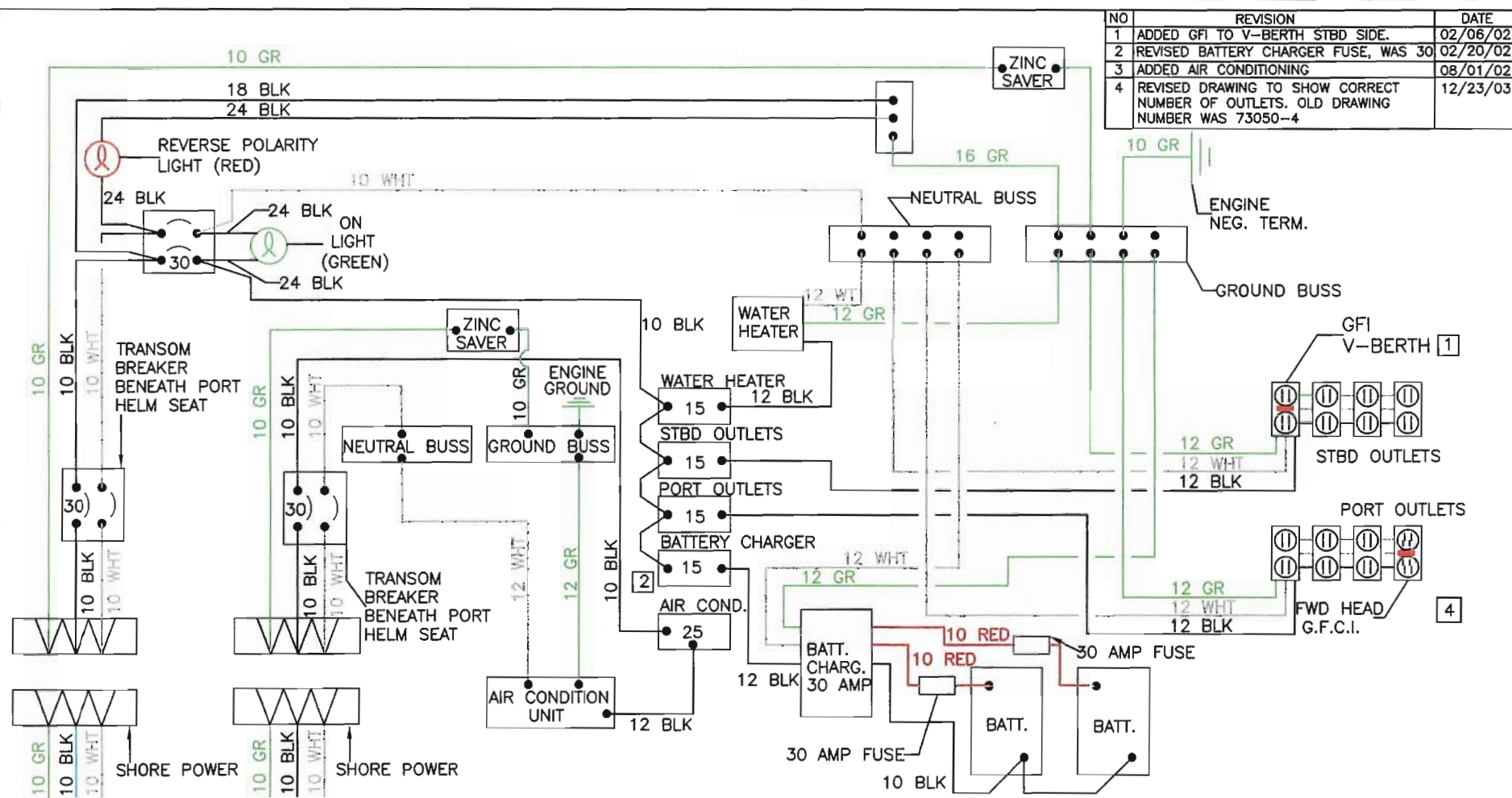
1. Push the blue TEST button. The red RESET button should pop out. Power is now out at that outlet indicating that the circuit is operating properly.
2. If the button does not pop out when testing, do not use that outlet. Protection is lost and a qualified electrician should be called.
3. To restore power, push the RESET button.

PREVENTATIVE MAINTENANCE:

This consists of periodic inspection and protection against any damage created by the elements. Electrical systems are adversely affected by moisture and a salt-air environment.

The system can be protected by the application of aerosol sprays such as WD-40 or CRC. All wire harnesses and connections should be checked periodically to ensure that fastenings are secured and that everything is clean with no sign of damage or corrosion. It is extremely important that all connections be kept clean.

WARNING: Do not perform any maintenance or repair on a live circuit. Do not turn the main DC switch off while the engine is running. This could cause damage to the alternator.



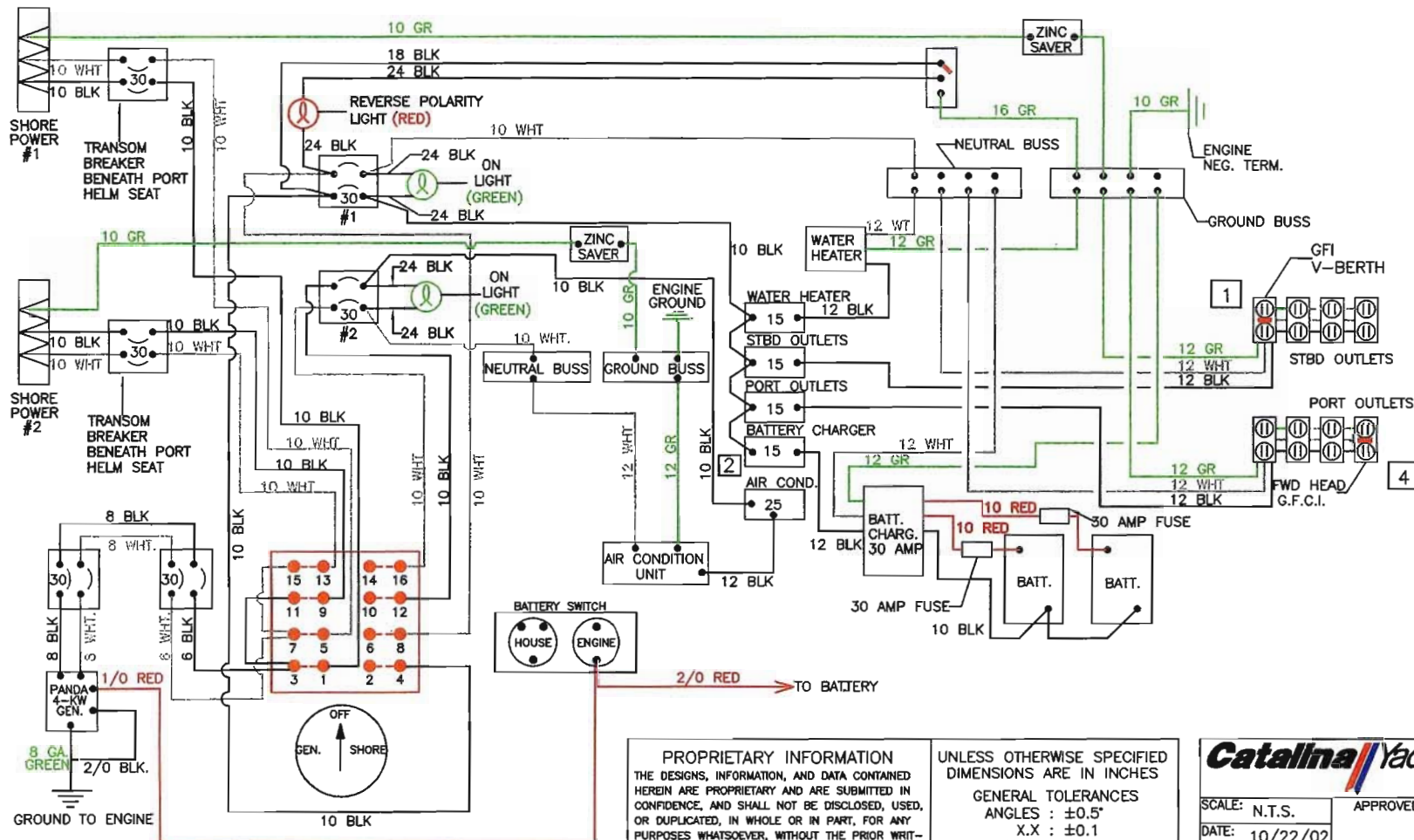
NO	REVISION	DATE
1	ADDED GFI TO V-BERTH STBD SIDE.	02/06/02
2	REVISED BATTERY CHARGER FUSE, WAS 30	02/20/02
3	ADDED AIR CONDITIONING	08/01/02
4	REVISED DRAWING TO SHOW CORRECT NUMBER OF OUTLETS. OLD DRAWING NUMBER WAS 73050-4	12/23/03

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SURFACE FINISH: 63
DO NOT SCALE DRAWING

Catalina Yachts		7200 BRYAN DIARY RD. LARGO, FL. 33777 (727) 544-6681
SCALE: N.T.S.	APPROVED BY:	DRAWN BY C.D.
DATE: 01/08/02		REVISED
110 VOLT SCHEMATIC WITH AIR CONDITION		
BOAT: CATALINA 350	DRAWING NUMBER 73056-4	

NO	REVISION	DATE
1	ADDED GFI TO V-BERTH STBD SIDE.	02/06/02
2	REVISED BATTERY CHARGER FUSE, WAS 30	02/20/02
3	ADDED AIR CONDITIONING	08/01/02
4	REVISED DRAWING TO SHOW CORRECT NUMBER OF OUTLETS. ALSO ADDED GENERATOR. OLD DRAWING NUMBER WAS 73054-0	12/23/03



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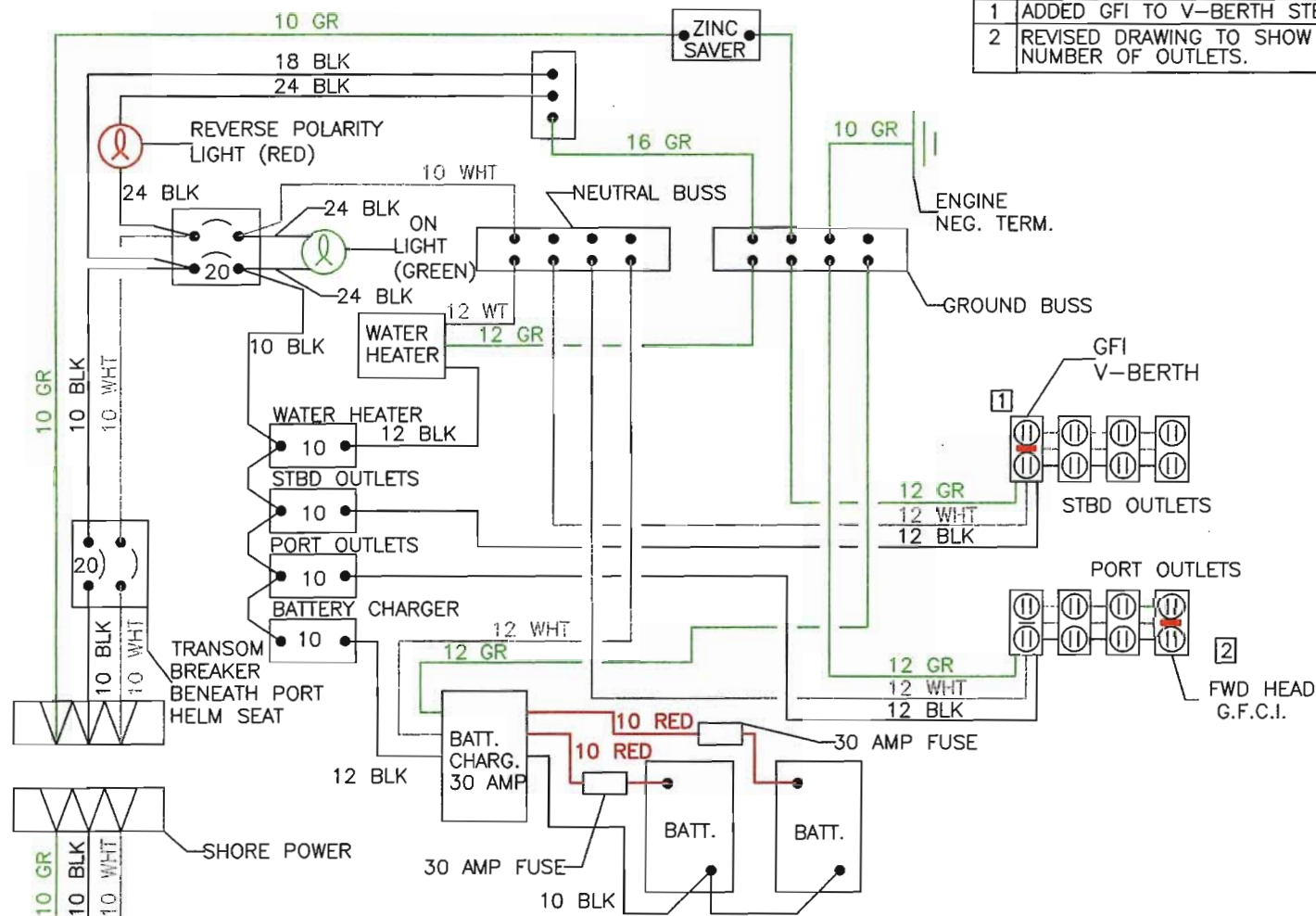
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 SURFACE FINISH: 63

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Catalina Yachts		7200 BRYAN DIARY RD. LARGO, FL. 33777 (727) 544-6681
SCALE: N.T.S.	APPROVED BY:	DRAWN BY K.W.N.
DATE: 10/22/02		REVISED
110 VOLT SCHEMATIC WITH AIR CONDITIONING AND GENERATOR		
BOAT: CATALINA 350	DRAWING NUMBER 73057-4	

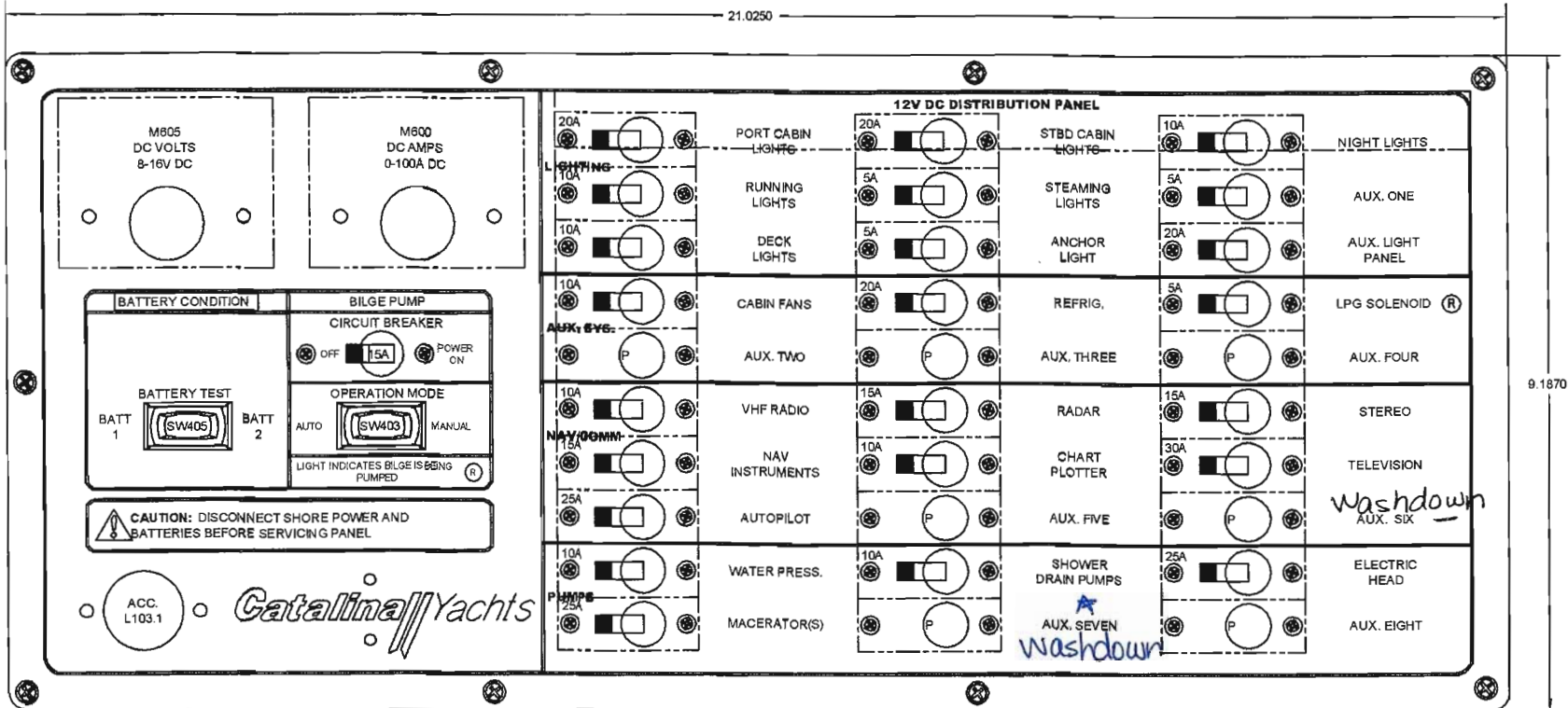
NO	REVISION	DATE
1	ADDED GFI TO V-BERTH STBD SIDE.	02/06/02
2	REVISED DRAWING TO SHOW CORRECT NUMBER OF OUTLETS.	12/29/03



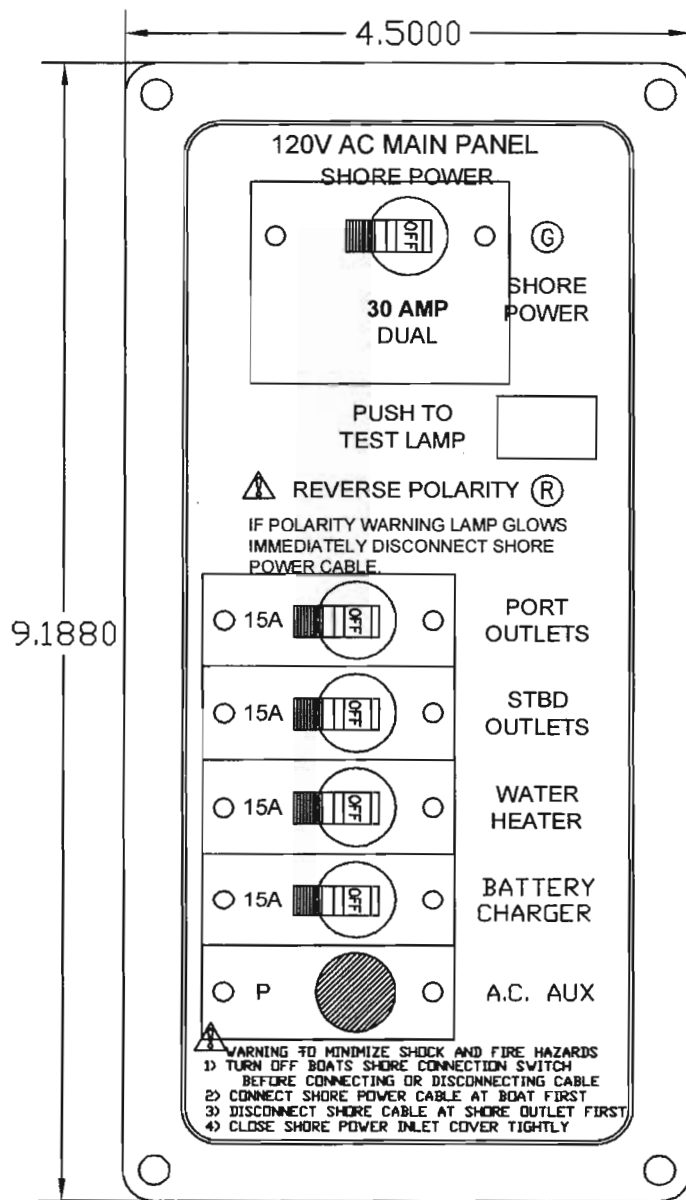
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X.XXX : ± 0.005
SURFACE FINISH: 63
DO NOT SCALE DRAWING

Catalina Yachts		7200 BRYAN DIARY RD. LARGO, FL. 33777 (727) 544-6681
SCALE: N.T.S.	APPROVED BY:	DRAWN BY K.W.N.
DATE: 01/08/02		REVISED
240 VOLT SCHEMATIC (EUROPEAN)		
BOAT: CATALINA 350	DRAWING NUMBER 73051-2	



DESCRIPTION:		DRAWN BY:	WRH
DC PANEL FOR C390		DATE:	9-6-2000
CUSTOMER:		DATE REVISED:	9-6-2000
CATALINA/MORGAN		DRAWING NUMBER:	PB4383
USED ON:		Seaward Products	
C390 350		3721 Capital Avenue, Whittier, CA 90601-1732 Phone: (562) 699-7997 Fax: (562) 699-0206	



NOTE:

- 1.) .187" ABS WHITE OVER BLACK
- 2.) ALL MOUNTING HOLES WITH NYLON INSERTS
- 3.) USE NO BUSS BAR OR JUMPERS ON THIS PANEL

CUSTOMER: Catalina/Morgan		
DESCRIPTION: AC 120V option panel - shore panel		
USED ON: C-390 + 350	Seaward Products	
DRAWN BY: wrh	SCALE: NONE	DRAWING NUMBER: PB4382
REVISION:	DATE: 8-31-2000	