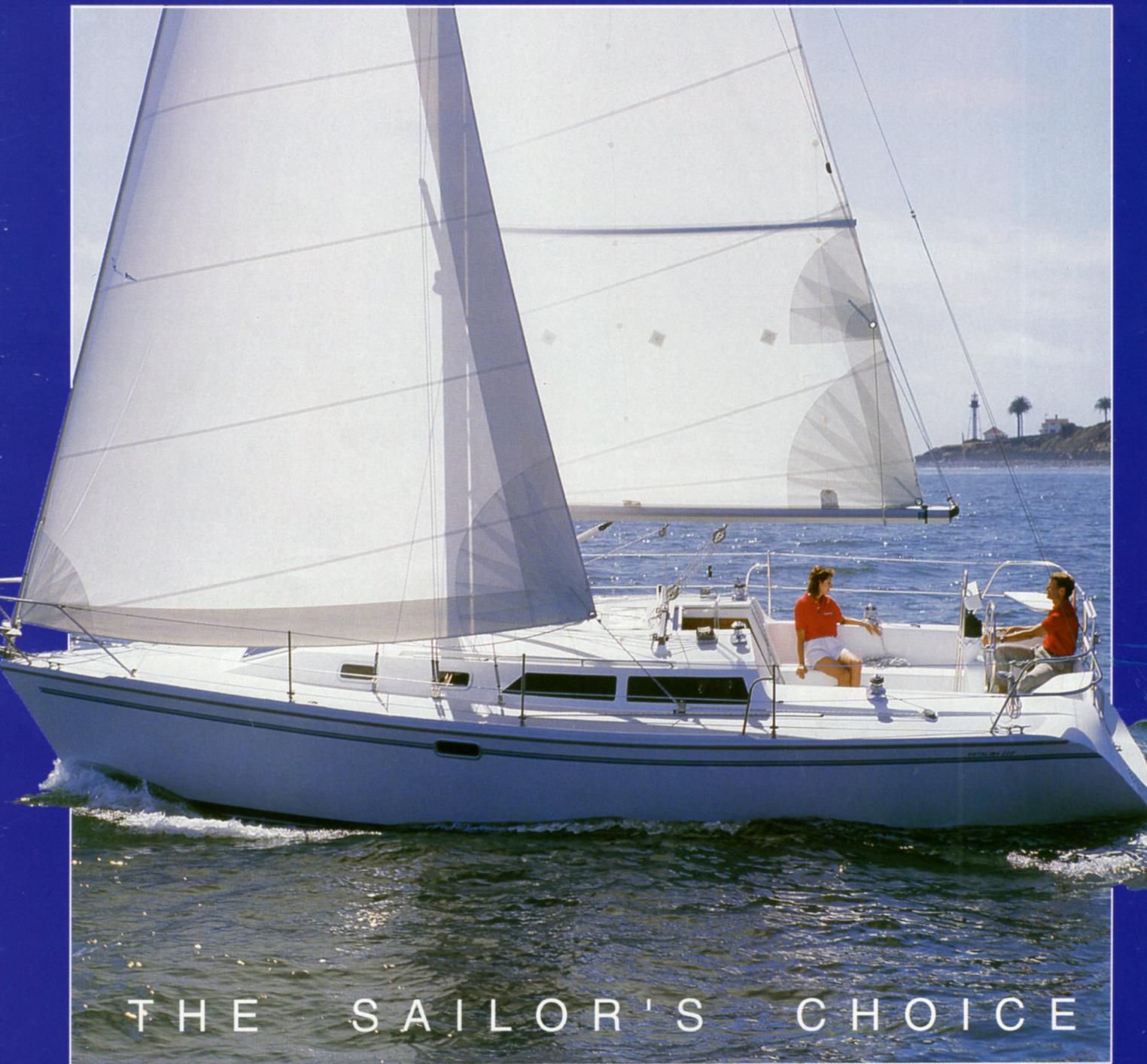


Catalina // 320

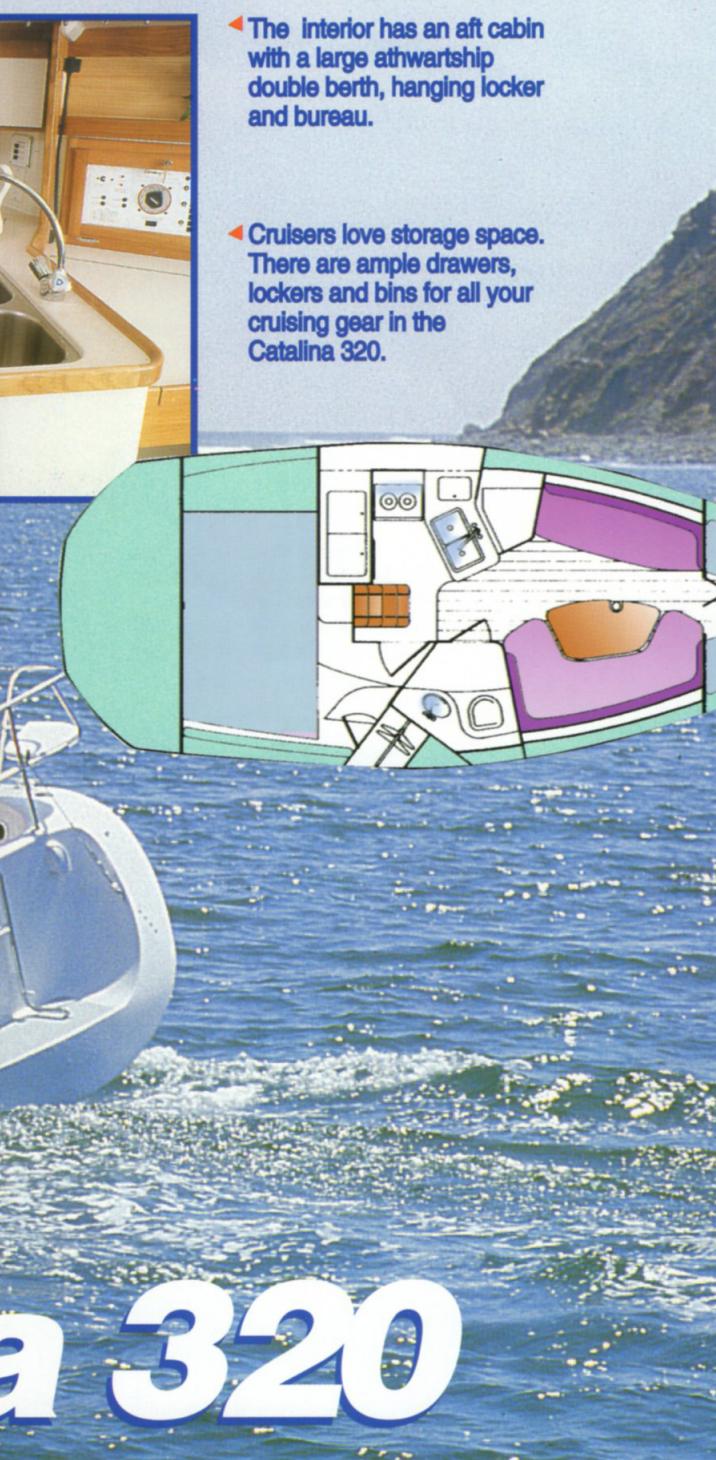
BUILT WITH PRIDE IN THE U.S.A.



THE SAILOR'S CHOICE



The New Catalina



a 320

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he Catalina 320 is an exciting new design that successfully combines the best modern features and construction with Catalina's hallmark comfort and value.

Based on a high performance and high volume computer optimized hull design, the 320 is light on the helm and tracks well under sail or power. Motion and heeling are gentle and predictable. The 320 performs well in a variety of conditions, with either the available wing or fin keels. Racing skippers will enjoy the turn of speed and cruisers will appreciate the additional distance covered in a day's passage.

Carrying the deck beam well aft created space for an exceptionally large cockpit. The wide coamings and ergonomically correct seats and backs are important features considering the cockpit is where we all spend the most time when aboard.

The weather decks are wide with molded-in nonskid and bulwarks, giving easy, sure access to the foredeck and standard below deck electric anchor windlass. Other important quality features of the deck include the stout aluminum framed opening deck hatches and ball bearing mainsheet traveler system.

The rigging and spar systems are engineered for performance and durability. The fore and aft lowers with intermediate and upper shrouds make the rig very secure and easy to keep in tune. A rigid adjustable boom vang is standard.

Speed and cockpit space didn't mean compromise in accommodations. The unique interior is beautifully finished in a rich combination of teak, ash and maple hardwoods complementing the beige textured fiberglass overhead and full hull liner. Your choice of several quality upholstery fabrics will create a very inviting atmosphere.

Attention to details like the custom molded galley counters with integral backsplashes, three separate lighting circuits in the main cabin, removable panels in the forward bulkhead, and a cedar paneled hanging locker set the 320 apart from the ordinary.

Attention to details in the structural, engine, plumbing and electrical systems are less visible but received careful attention on the 320.

The one piece integral molded fiberglass subsole grid system is rigid, strong and requires no maintenance.

The engine installation is fully accessible by removing the fore and aft insulated covers. Related filters and valves are in a mechanical locker aft of the engine and are logically arranged.

Inspect the 320 and you will appreciate the quality, design and value that have made Catalina America's largest sailboat builder.

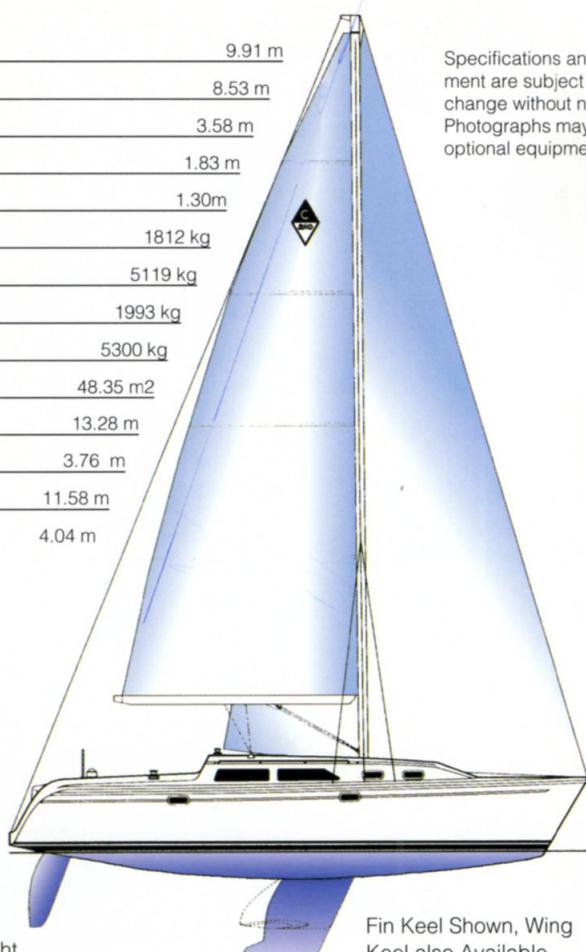


The owner's cabin aft is comfortable and well ventilated.

PRINCIPAL SPECIFICATIONS

LOA	32'-6"	9.91 m
LWL	28'-0"	8.53 m
BEAM	11'-9"	3.58 m
DRAFT, FIN KEEL	6'-0"	1.83 m
DRAFT, WING KEEL	4'-3"	1.30 m
BALLAST, FIN KEEL	4,000 LBS	1812 kg
DISPLACEMENT, FIN KEEL	11,300 LBS	5119 kg
BALLAST, WING KEEL	4,400 LBS	1993 kg
DISPLACEMENT, WING KEEL	11,700 LBS	5300 kg
SAIL AREA RATED TOTAL (100% FORE)	521 ft.2	48.35 m ²
I	43' 7" ft	13.28 m
J	12' 4" ft	3.76 m
P	38' 0" ft*	11.58 m
E	13' 3" ft	4.04 m

Specifications and equipment are subject to change without notice. Photographs may show optional equipment.



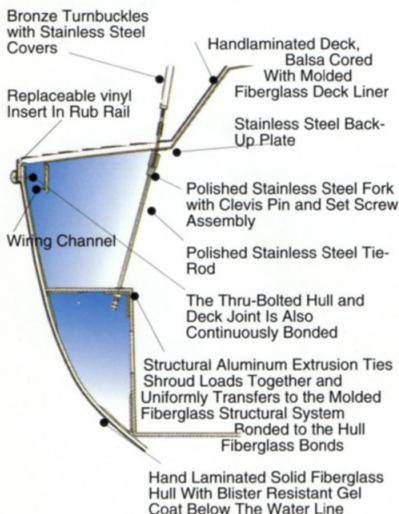
Fin Keel Shown, Wing Keel also Available

Catalina 320 sets a higher standard with these standard features

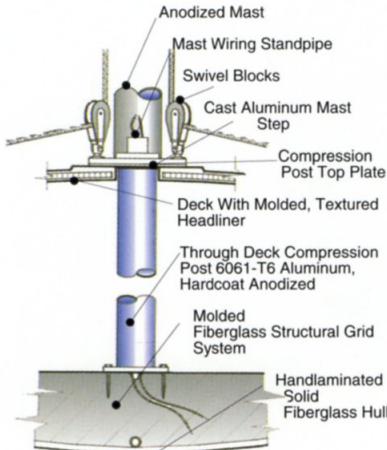
Details in construction make a big difference in the long run. Structural connections are straight forward and strong.

- The hull is solid fiberglass hand laminated and protected underwater with blister resistant gelcoat.
- The fin or wing keel is a lead casting (with antimony added for Hardness) containing 11 keel bolts.
- The Catalina 320 is certified by the N.M.M.A. as a participant in the N.M.M.A. yacht certification program and complies with all required standards.
- The Catalina 320 complies with a U.S.C.G. requirements in effect on the date of certification.

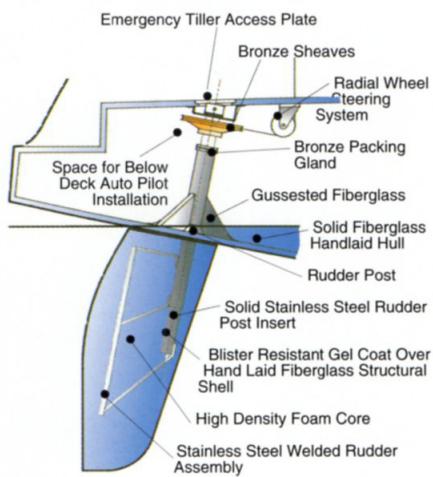
The shroud attachments are anchored directly to the aluminum reinforced fiberglass structural grid. This makes the 320 very rigid while allowing an open arrangement below decks.



The unique mast step design puts mast compression loads directly on the aluminum compression post and not on the cabin top. This eliminates the possibility of deck distortion and minimizes potential leaks.



The high density structural foam core rudder blade is cast in hand laminated fiberglass shells around a stainless steel rudder post and internal weldment. Very straight forward and strong.



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Catalina // **Yachts**