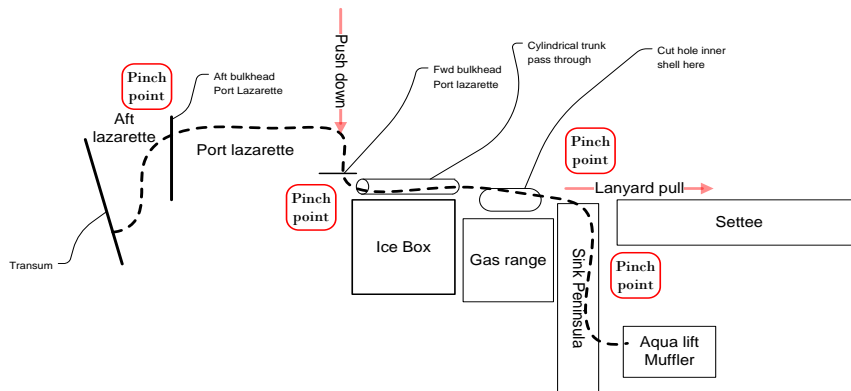


## Catalina 30 Exhaust Hose Replacement

As most who have had this problem, I discovered the cracked and weathered hose in the transom area thanks to a diligent pre purchase survey of my 91 MkII C-30. From the posts I've read I did not expect an easy job of it, but the information I did find was at best incomplete, so this is my effort at being thorough. I found the 23 foot recommendation to be spot on. I found the USCG approved hard wall wet exhaust hose in 1 5/8 " ID which for \$11 a foot at a local Goodyear distributor but that price was based on the long piece I needed. Some advertised lower but either did not have the length or just did not have the hose. I did purchase an extra foot which I needed to cut off. Hopefully it will not go to waste at that price. Since the length in the aft lazarette can be moved into place relatively easily at the end of the job there is no need to use a joint in the lazarette as some have mentioned. Also the notion of changing only the easy part seems quite risky since you just don't know what is going on back there and by the time you see sooty deposits in the galley you've been breathing that stuff for quite some time.

The first step is to understand the hose route and potential pinch points.



The pinch point at the aft port lazarette bulkhead can be eliminated by removing the hose clamps in the port lazarette and cutting the hose leaving enough hose from the forward bulkhead to make up a joint with the new hose (approximately 18 inches). After disconnecting at the transom remove the aft hose section.

At the other end of the job the gas range and the sink peninsula attachments all need to be removed. (both sinks, faucet set, and cabinet doors) Before disconnecting the hose from the muffler, mark the location of the hose within the cabinet below the sinks to avoid interference when reinstalling the sinks. Disconnect the hose at the muffler and draw it up into the cabinet and out the cabinet door, leaving it trail out onto the galley deck.

Now it gets tricky. Several good suggestions are made in the forums for connecting the new hose end to the old one in the port lazarette. I used a 5 inch section of 1 1/4, ID clear tubing fit inside and secured with #8 sheet metal screws on each hose end. Make sure to fair the end of the new hose and clip any wire back from the end to avoid any snags. Leaving the bulk of hose coiled loosely aft in the cockpit, make sure it will feed to the entry of the bulkhead forward.

Most of the posts I've read described the need for a hole but where, how big and why? Using a hole saw to cut the corners of a rectangle with rounded corners. The rectangle should be 4 to 6 inches below

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and parallel to the shelf above, approximately 8 inches long by 3 to 4 inches vertically wide and can be covered with either acrylic or stainless steel sheet when the job is complete. The tools may strike the hose during the cut but the hose floats free in this space and can be manipulated out of the way with a bar of screwdriver once the first corner hole is cut.

At this point the hose has two remaining pinch points: in the port lazarette at the point where it bends 90° forward as it enters the round trunk that passes outboard of the ice box and the point where it bends 90° inboard under the galley sink. Forward of the sink peninsula bar there is an outboard storage bin with an opening in the top aft which adjoins the space where the hose turns inboard. Using a small diameter lanyard (approximately 1/4"), tape the working end to a small flexible stick and push it aft through the opening to the rectangular hole described in the previous paragraph. Take enough slack through the hole to fasten a hitch around the hose.



Without guidance, my hole was wildly misplaced.

There are a number of hitches that will do the job and how easy it is to fasten will depend on the location and size of the hole. The hitch must fetch up when pulling forward and easily slide aft along the hose for another bite. At this point a serious coordination of effort will go a long way. Two able hands are a minimum and 3 would be better. The first position is in the port lazarette, the second position is forward of the galley peninsula and third position is at the hole forward of the icebox.

- The lazarette position puts just enough downward pressure to maintain the bend at the cylindrical trunk entrance.
- The position forward of the galley peninsula will maintain a tension on the lanyard.
- The position in the galley will pull the hose into the peninsula while monitoring the hitch position. When the hitch reaches a point where it needs to be moved aft, both ends stop while repositioning the hitch.

When performed with 2 hands the person in the cabin will need to perform both pulling on the lanyard and adjusting its hitch position along the way. This will slow the process but it will move along nicely once you get the hose moving. Never use any petroleum lubricant on the hose since this will react with the hose material and shorten its life. A mild hand or dish soap will not harm the hose and will act as a lubricant as long as it's wet. I tried some Dawn dish soap to get started but once the hose started moving, it did not seem to make a difference.

When the new hose end makes it to the galley peninsula, the old hose may be detached and moved out of the way. Once there is enough hose to bend into the engine case monitor the original position marks to avoid pulling too much hose. Make up the hose end to the muffler fitting. This will leave you with about 12 feet of hose in the cockpit which can easily be manipulated through the port lazarette to the after lazarette and made up to the transom fitting.