



Catalina // *Yachts*

The Sailors' Choice.



Photography by Billy Black

A truly fresh approach for today's sailor, the sophisticated Catalina 445 incorporates crisp, contemporary styling with proportions and features that make Catalinas comfortable and secure underway and on the hook.

Based on a new hull design with a long waterline and moderate beam and freeboard, the 445 delivers excellent performance in a wide range of conditions. The hull form is optimized to provide the gentle, predictable motion underway, which is so appreciated in other Catalina models.

The deck is strikingly handsome with a low profile cabin structure, twin helm stations and a roomy cockpit with tall, secure, comfortable coamings and a cockpit table that seats 4-6. The deck is finished with a traditional diamond-patterned non-skid, providing secure footing and easy maintenance.

The accommodations are designed for live-aboard comfort. The owner's cabin is forward for privacy and optimum ventilation. Private head access from the forward cabin, along with an electric head and separate shower complete the forward cabin arrangement. The guest cabin is aft with a large comfortable double berth, angled for easy access and greater headroom.



"You can tell the 445 was designed and built by sailors for sailors because there are hand holds everywhere and fiddles on the tables and around the galley counter. I've not seen a production boat with such a flexible cabin and think it is a great idea."

– George Day, Blue Water Sailing Magazine

This new design incorporates an innovative cabin on the port side. It is a flexible space that can easily be converted to whatever your cruising style dictates at the time – sleeping quarters, storage, or a work room with a bench. The galley is fully optimized for practical, cook-friendly convenience and comfort while underway at sea.

The interior cabinetry is constructed of teak and teak veneers, hand finished with durable clear varnishes, highlighting the natural beauty of fine woods.

All systems are engineered for accessibility and reliability, following the applicable recommendations and standards of ABYC and IMCI.

Unique among production boats, the 445 is built with a one-piece structural sub-sole grid, hand-laminated in a separate mold and bonded to the hull for long term durability, strength and stiffness without excess weight. Wood is never used in the structural system because it is subject to rot and deterioration.

The Catalina 445's fin or wing keel is cast lead for safety, superior performance and stability. Unlike cast iron keels, it will not rust or require elaborate maintenance.



“We sailed the new Catalina 445 in winds that ranged from nearly calm to the mid-teens, and the boat proved to be quite versatile in its ability to sail well in variable conditions. It was easy to handle, and given its layout below, it impressed me as a boat that would be quite suitable for a couple who wants to set off on an adventure.”

– Mark Pillsbury, Cruising World Magazine



“The Catalina philosophy embraces ‘designing boats that stand up to real-world conditions, sail well, are comfortable above and below, easy to maintain and hold their value.’ The 445 might have been born on a clean sheet of paper to be an aggressive performer, but it still fits all the elements of the Catalina philosophy. And if a boat is fast, comfortable, spacious and safe, what more could you want?”

– Zuzana Prochazka, Mad Mariner



The port side aft cabin is a flexible space, designed to be easily converted for your cruising needs without tools or additional parts. The cabin is nicely finished and can be used as a guest cabin with either a double berth or upper and lower singles. When not needed for guests, it can be converted to a locker with work bench and storage bins.

The engine is located below the hinged companionway stairs. This provides easy access to fuel, water filters and all engine service points.

The galley is optimized for convenience and use at sea. Special attention is paid to storage, such as the pantry with vinyl coated wire racks and special lockers for canned goods, bottles and cookware.

There is easily accessible storage below the main cabin seating.

The large stall shower has a seat and single lever control with telephone type shower head.

The double berth in the owner's cabin has a real inner spring mattress for live-aboard comfort.

A washer/dryer is an available option. The dryer is vented through the deck for maximum efficiency.

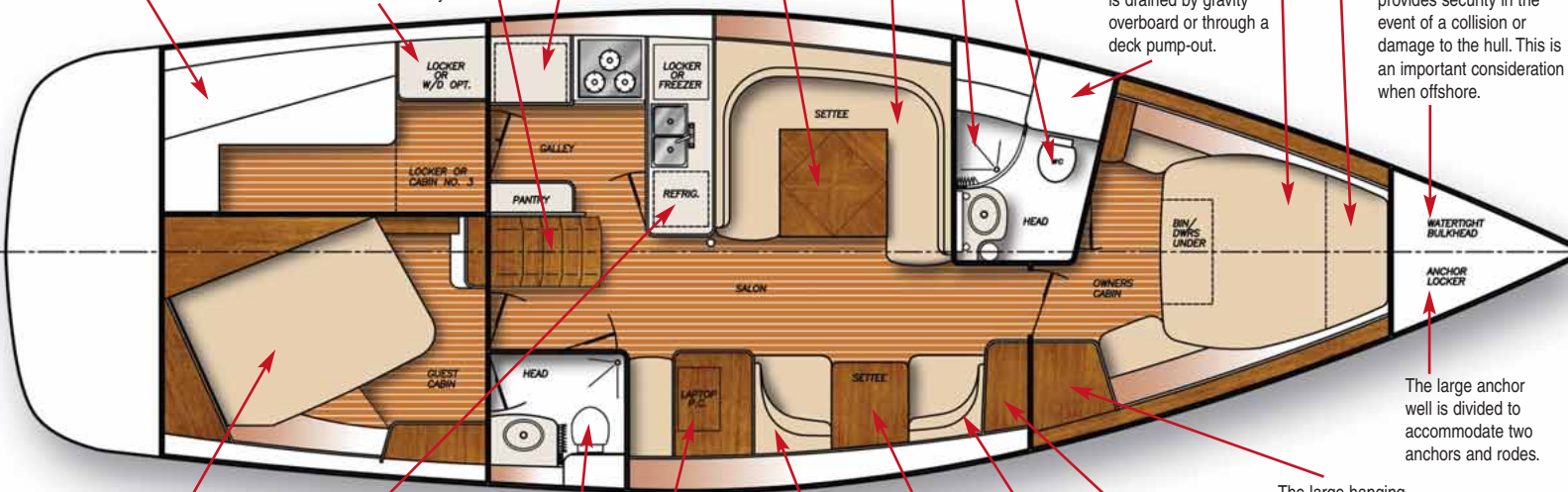
The dining table folds to cocktail size and opens for dining. It also lowers to form an extra double berth.

Electric macerating heads are standard. This head uses very little water per flush allowing longer intervals between pump-outs.

The waste holding tank is drained by gravity overboard or through a deck pump-out.

The head of the berth elevates for viewing T.V. or reading in comfort.

A watertight bulkhead provides security in the event of a collision or damage to the hull. This is an important consideration when offshore.



The aft cabin is comfortable for guests; it has a double berth with an inner spring mattress and the berth is angled for increased headroom and ventilation.

There is a front opening refrig/freezer and an additional insulated top loading compartment that can be used as a freezer or a second refrigerator.

The aft head is the guest and day head with a separate private entrance from the aft cabin.

The forward facing chart table is preferred by experienced navigators. The table is designed to accommodate a P.C. Below are drawers and a file drawer for the ship's papers.

The starboard dinette table lowers to form a berth or settee; all necessary cushions are provided.

The two starboard side seats are deep and contoured for comfort. There are large drawers below.

The end-table has three drawers on ball bearing guides.

The large hanging locker has a louvered door for ventilation and is lined with aromatic cedar panels.

The large anchor well is divided to accommodate two anchors and rodes.

445



The multi-purpose "flex space cabin" can be easily converted without tools or additional parts. It can be used as a guest cabin with either a double berth or upper/lower singles. When not needed for guests, use it as a locker with work bench and storage bins.



"New, pretty, fast and comfortable is not a bad way to be. And that's a good description of the Catalina 445."

- Bob Bitchin, Latitudes & Attitudes Magazine

"The 445 buyer probably wants to do some PHRF racing, but it would be a pity if the boat never went cruising, because this one has the legs for it."

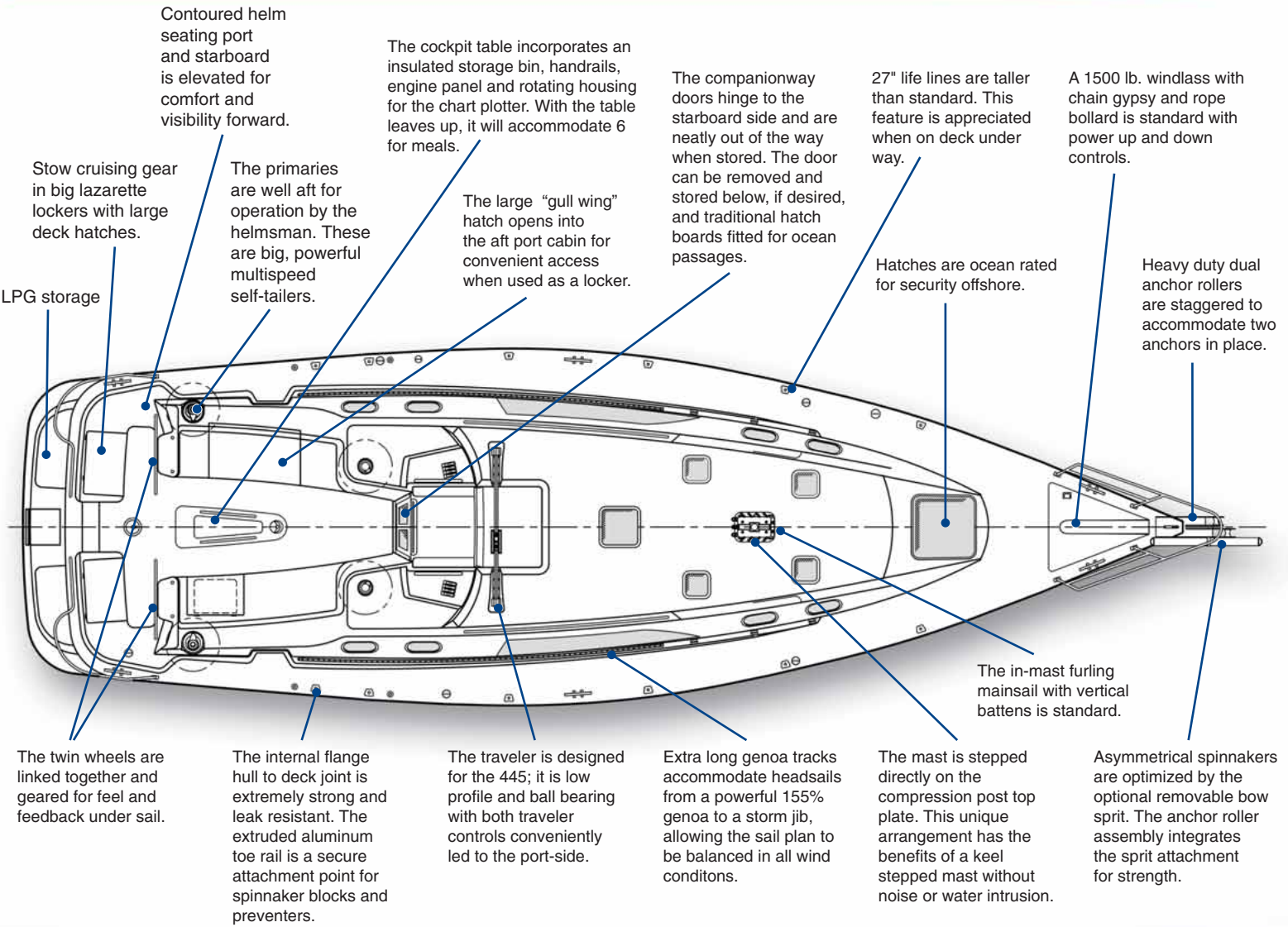
- Kimball Livingston, Sail Magazine

"The feeling at the wheel is firm, and the twin helms with the cushioned wrap-around seats made it remarkably easy to find a comfortable driving position with good line of sight. I can't think of another boat where I have felt quite so comfortable sitting at the helm."

- Abner Kingman, Sailing Magazine



Catalina 445



Contoured helm seating port and starboard is elevated for comfort and visibility forward.

The cockpit table incorporates an insulated storage bin, handrails, engine panel and rotating housing for the chart plotter. With the table leaves up, it will accommodate 6 for meals.

The companionway doors hinge to the starboard side and are neatly out of the way when stored. The door can be removed and stored below, if desired, and traditional hatch boards fitted for ocean passages.

27" life lines are taller than standard. This feature is appreciated when on deck under way.

A 1500 lb. windlass with chain gypsy and rope bollard is standard with power up and down controls.

Stow cruising gear in big lazarette lockers with large deck hatches.

The primaries are well aft for operation by the helmsman. These are big, powerful multispeed self-tailers.

The large "gull wing" hatch opens into the aft port cabin for convenient access when used as a locker.

Hatches are ocean rated for security offshore.

Heavy duty dual anchor rollers are staggered to accommodate two anchors in place.

LPG storage

The twin wheels are linked together and geared for feel and feedback under sail.

The internal flange hull to deck joint is extremely strong and leak resistant. The extruded aluminum toe rail is a secure attachment point for spinnaker blocks and preventers.

The traveler is designed for the 445; it is low profile and ball bearing with both traveler controls conveniently led to the port-side.

Extra long genoa tracks accommodate headsails from a powerful 155% genoa to a storm jib, allowing the sail plan to be balanced in all wind conditions.

The mast is stepped directly on the compression post top plate. This unique arrangement has the benefits of a keel stepped mast without noise or water intrusion.

The in-mast furling mainsail with vertical battens is standard.

Asymmetrical spinnakers are optimized by the optional removable bow sprit. The anchor roller assembly integrates the sprit attachment for strength.

This brochure presents the concept of the new Catalina 445. All images, specifications, dimensions and features are preliminary and may not necessarily represent the production 445.

445 Principal Specifications

Length Overall	13.50 m	44' - 5"	Engine and Controls	Yanmar 4 Cylinder Diesel	40.0 kw	54 HP
Length of Hull	13.15 m	43' - 3"		Twin Pedestal Steering with 32" stainless wheel.		
Length of Waterline	11.65 m	38' - 4"		Single lever engine controls.		
Beam	4.13 m	13' - 7"	Total Water Capacity	675.5 ltr	178.5 gal	
Mast Height Above Waterline	19.40 m	63' - 10"	Fuel Capacity	248.8 ltr	66 gal	
Draft	Fin Keel	2.11 m	6' - 11"	Total Holding Tank Capacity	204.04 ltr	54 gal
	Wing Keel	1.52 m	5' - 0"	Sail Area	100% Foretriangle	79.52 m ² 856 sq. ft.
Ballast	Fin Keel	3,261 kg	7,200 lbs		Standard 135% Genoa	93.09 m ² 1002 sq. ft.
	Wing Keel	3,719 kg	8,200 lbs			
Approx. Basic Weight	Fin Keel	10,659 kg	23,500 lbs			
	Wing Keel	11,113 kg	24,500 lbs			

All specifications are approximate and subject to change without notice. Actual equipment also subject to change without notice.

CE rated Category "A"

member: **ABYC**
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BUILDERS OF CATALINA AND MORGAN SAILING YACHTS

21200 Victory Blvd., Woodland Hills, CA 91367
(818) 884-7700 • FAX (818) 884-3810

7200 Bryan Dairy Rd., Largo, FL 33777
(727) 544-6681 • FAX (727) 546-7303

E-mail: catalina@catalinayachts.com

CatalinaYachts.com