

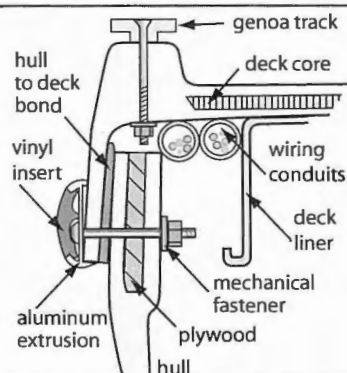
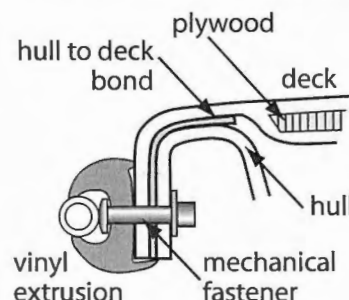


# Hull to Deck Joints

The hull to deck joint is one of the most critical connections in yacht construction. It must be above all, watertight throughout decades of service, able to take the punishment of docking impact and contribute to the strength of the boat by essentially making the hull and deck a single structure. Because Catalina builds daysailors and bluewater boats, three distinctly different style connections are employed, each suited to the type of boat and assembly method.

## 1. The External Rolled Flange

This system is appropriate for boats through twenty-five feet. The radiused contacting surfaces are joined with high-strength adhesive. Monel rivets through a heavy vinyl extrusion beneath the rubrail add additional strength. The vinyl rub rail insert protects the deck from edge damage and is easily replaced, if required.

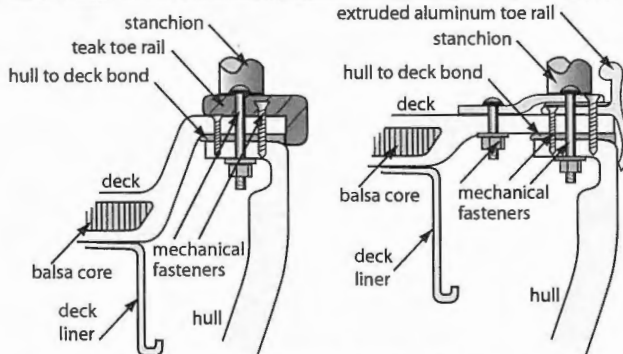


## 2. The External Overlapping Flange

This hull to deck joint has proven durable and resistant to leaks in over fifty thousand boats. The joint is bonded and mechanically fastened (both screwed and through-bolted) through the aluminum rub rail extrusion. The vinyl insert is easily replaced if required. This joint is resistant to impact damage (docking) and is virtually leak proof.

## 3. The Internal Flange

This connection is appropriate for larger, heavier boats, when an aluminum or teak toe rail is installed. This traditional joint withstands impact loads well (from docking). Aesthetically this joint has the advantage of a very clean look and is the ultimate in strength. The joint is mechanically fastened and bonded with high strength adhesive.



**Catalina** Yachts

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