

**Make:** Catana  
**Model:** 582  
**Length:** 58 ft  
**Price:** \$ 675,000  
**Year:** 2003  
**Condition:** Used  
**Location:** Ft Lauderdale, FL,  
United States  
**Boat Name:** Mariah  
**Hull Material:** Fiberglass

## Mariah

2003 Catana 582 owners version:

Brokers Comments: The best priced Catana 58 in the world. Conveniently located in Ft Lauderdale, US duty paid.

Brand new engines, ready to go cruising.

"Mariah" is an excellent combination of performance, luxury and value for money.

Her powerful sail-plan with code 0 / bowsprit, deep dagger boards and high bridge deck clearance offer exhilarating performance. Those >200M days come very easily on a Catana 58. The Catana 58 is a true global passage maker, eating up miles on a daily basis, making her well suited for a round the world trip.

Her luxurious interior boast 3 double cabins including one full length master-suite on the starboard side, as well as a separate crew cabin.

"Mariah" was recently sailed up from the South Pacific, she underwent a small refit including 2 new engines and is currently the best priced 60' performance catamaran on the market. She won't last long at the current price and the seller wants this to be the next Catana 58 to be sold. Available now.

## Measurements

### Dimensions:

- LOA: 62 ft 3 in
- Beam: 29 ft 8 in
- LWL: 57 ft 1 in
- Minimum Draft: 4 ft 6 in
- Maximum Draft: 10 ft 1 in
- Displacement: 53000 lbs
- Bridge Clearance: 83 ft 7 in
- Dry Weight: 37400 lbs
- Asymmetric Twin Hull Catamaran with retractable centerboards and rudders
- White gel-coat over fiberglass reinforces plastics with carbon and Kevlar re-informcents. The hull is cored with high density closed cell foam.

### Engines:

- **Port engine:**
- Brand: Yanmar

- Year Built: 2013
- Model: 4JH4-HTE Engine
- Engine Hours: 10
- Drive Type: Direct Drive Engine / shaft
- Total Power: 110 HP Engine 2:

- **Starboard engine:**

- Yanmar
- Model: 4JH4-HTE
- Engine Hours: 213
- Drive Type: Direct Drive / shaft
- Engine Total Power: 110 HP
- Generator:
- Generators Northern Lights 10kW - three cylinders mounted on alternator with 9,032 hours

**Electrics:**

- 2 X Mastervolt 12volt, 10 amp charger
- 1 X Trucharget 24 volt, 40 amp charger
- 1 X Victron Centaur 24 volt, 100 amp charger
- 1 X Mastervolt 24volt, 3,000 watt, 120 volt inverter

**Tankage**

- Fresh Water Tanks:
- 2 Plastic (400 Liters)
- Fuel Tanks: 3 Stainless steel (533 Liters)
- Holding Tanks: 2 (300 Liters)

**Accomodation**

- Each cabin is air conditioned and equipped with 12V DC and 110 V AC plugs.
- The huge starboard owner's suite occupies the whole hull.
- Desk, LCD television with DVD player
- Sleeps six guests and three crew in three luxury cabins, plus one double crew cabin accessed from deck and one single small cabin accessed from deck port forward. All with shower and separate toilet.
- Flooring is a plastic version of teak, varnished interior finish
- Leather salon couch, highly varnished salon table
- Head and showers are teak grate. Shower head is removable
- Built-in cabinets and one hanging locker in each cabin
- Navigation station with chart table and full array of electronics
- Dimmable, halogen interior and exterior lighting
- Water maker 60 lts. per hour, two membrane, Sea Recovery Aqua Whisper, 1300 hrs. approx.
- CLD Marine single chiller air conditioning unit with air handlers throughout vessel
- Two water heater tanks that each run from electric or waste heat from

engine

## **Salon and galley**

Salon

- Bar and leather couch

Galley Equipment

- One double door refrigerator 12V and one single top loading freezer 12V
- Frigiboat K50
- Double-sided stainless steel sink
  - Saltwater pump is electric powered at galley sink
  - Force 10 three burner stove with oven
  - White Corian counter tops
  - Fresh water pump: One 12 volt electric pump
  - Air conditioning: Five air conditioning systems fed in 220 volts
  - Water maker: One water maker 220 volts, production capacity 200 liters per hour
  - Icemaker Uline
  - Washer / dryer combination

## **Cockpit**

- Huge teak floor
- Table with cozy cushions and deck seats
- RIB tender with 50 hp Yamaha outboard engine
- Water ski, rope and gear, two single kayaks, one double kayak
- Snorkeling equipment
- Hot and cold shower - port side transom, swim ladder
- Outside speakers connected to audio system

## **Mast & rigging:**

- Mast material: aluminum
- Brand: SPARCRAFT
- Boom: aluminum SPARCRAFT 6 Gooseneck
- Bow sprit: aluminum
- Main sheet 2 Pre-stretched polyester rope. Blocks HARKEN
- Genoa sheet 2 Pre-stretched polyester rope
- Code 0 sheet 2 Pre-stretched polyester rope
- Main halyard 1 Pre-stretched polyester rope
- Genoa halyard 1 Pre-stretched polyester rope
- Code 0 halyard 1 Pre-stretched polyester rope
- Topping lift 1 Pre-stretched polyester rope
- Reef line 2 Pre-stretched polyester rope
- Lazy jack 1 Pre-stretched polyester rope

## **Sails**

- Main sail: Full batten main sail /Dacron

- Genoa: Furling genoa/ Dacron
- Gennaker: Dacron
- Main sail cove / stack pack
- Main sail handling system: Track and ball bearing bat car HARKEN
- Chain plate: 3x Made of stainless steel
- Forestay 1
- Shroud 2 Stainless steel wire cable 1 x 19
- Diamond cable 6 Stainless steel wire cable 1 x 19
- Furling system 2 Manual furling system PROFURL for the genoas and the gennaker
- Transducers 1 For the wind display indicator
- Electric cables for the mast
- Transducer 1 Wind indicator
- Mast equipment 2 One VHF antenna and one wind indicator
- Winches 2 "HARKEN" one is electric

### **Hull and Deck:**

- Nine Harken winches, five hydraulic driven plus one Harken mast winch - all winches self tailing
- Two bow pulpit seats, wrap around cockpit seating with cockpit cushions and varnished table
- High quality Australian propane burner BBQ
- Port aft hot/cold pull out shower on deck
- Traveler-Staysail Harken-Mainsail uses clip on points
- Standing rigging- 22 mm back stays. One in 2003 and one in 2010. Forestays 2003 with rod rigging inside staysail roller furling
- All high quality yacht braid running rigging replaced as chafe dictates
- Stack pack style main sail cover with lazy jacks
- Sail cover- Stack pack style with velcro closure, Batten car- Harken roller
- Plow style 75 lb primary anchor, Bruce style 33 kg secondary anchor
- Chain- 2X 100 mts 13 mm, 1" nylon lead follows chain
- Windlass brand- 24 v electric with remote
- Trampoline (new in 2013), six large bumpers, six 19 mm dock lines
- Davits with hoist for dinghy
- Four opening hatches in forward windows, six deck hatches
- UV window covers, helm cover
- Two inflatable kayaks, one pair of water skis
- Stainless steel and teak swim ladder
- Rigid inflatable dinghy with two stroke outboard, 50 hp
- Genoas track, 1 Semicircular track HARKEN
- Rope clutches, 14 One triple rope clutch and thirteen singles
- Winches 7 Two speeds self-tailing aluminum drum. Four HARKEN 53, two LEWMAR 48ST and three electric winches HARKEN 66.2

### **Electronics:**

- Most of the electronics are original / 2003. New owner should consider

updating the electronics, this is reflected in the asking price of the yacht.

- Two compasses, barometer
- 2 X B&G 20/20 displays-
- B&G Hercules displays-
- Interphase Sonar
- B&G wind speed
- B&G wind indicator
- Networking and transducer for the following:  
Speed, Depth, Temp, Wind speed and direction.
- Sonar, GPS, radar Furuno 4 kW, auto pilot with three repeaters
- Binoculars, Radio VHF,
- SeaTel3 satellite receiver
- 6 X 80 +/- watt sharp solar panels
- 1 X proprietary solar charge controller with volt meter and ammeter

### **Safety equipment:**

- 12 life jackets - 150 newton
- Six electric bilge pumps with floating switches
- ABC fire extinguishers
- First aid kit
- One complete kit of distress flares
- Two life slings - one with floating light
- 8 person life raft
- SARSAT approved Epirb

### **Captains comments:**

These are the comments from a long term captain who was her care taker for many years while in the south Pacific.

...It has been a few years since we were on her, so what we have to say might be a little dated, but I can tell you when we knew her she was in perfect condition.

Currently I am the captain of "Orion", the 90' Catana flagship and largest Catana ever built so we have stayed with the Catana brand, but have a lot of time on other multi hulls also.

So, "Mariah". The owner is from Hawaii and has owned crewed yachts all his life. He really kept her in good condition. He used her a lot and we took a lot of trips on her through the S. Pacific. We did not really have a budget, but just spent whatever money the boat needed. This made it easy to keep her in top condition. In reality though she was modest as far as costs to maintain, and much less than the cat we are now, or the 93ft mono we were on a couple years back.

When sailing, typically we made between 175 and 200 miles a day. I never pushed the boat hard cause we were always a lot of miles from support. I think the fastest we ever had her going was about 14 knots. That was not off a wave, but steady speed inside one of the lagoons.

We made one trip from New Zealand to Tahiti, and into the Tuamotu and back to Tonga. That is a trip many boats would be challenged on, but we kept her on schedule and was never late due to boat issues.

The next year we went from Tonga to Tahiti and into the Tuamotu again. We did a lot

of fishing trips and went to mostly remote islands. The 582 was particularly good at providing comfort in difficult outback conditions.

We could sail about 45 apparent in the ocean and about 37 in protected waters. This means a lot when her speed starts to bring the apparent wind forward. The dagger boards worked very well and never gave us any problems.

If you are about to replace the rigging then you might consider PBO. It would lighten up the rig considerably since there are diamond stays and shrouds that could all be made much lighter and thus efficient for not much more money.

You might also check out the "Yachtwork" channel on youtube.com.

<http://www.youtube.com/watch?v=OjvyVQUYtBg> I did a five hour turn over video on Mariah just before we departed where I explained every piece of gear on the boat and how it works. This normally costs thousands to produce and would make taking over the boat much easier.

A couple other things to mention. The steering was a Whitlock type shaft steering that was very responsive. After being on a few cats with hydraulic steering I can't tell you how nice it was to be on a boat that steered well. The Whitlock system never does that strange thing where the rudders get out of alignment with each other.

We went through a lot of atoll pass entrances and after a while would just enter whenever we arrived, not waiting for slack tide etc. The boat had enough power and steering to pretty much shoot the pass whenever and whatever conditions we encountered.

"Mariah" has the larger fuel tanks and lots of room in the stern to take jury cans under the floor. Loaded up she can motor about 2000 miles. This really helps make her a real voyaging catamaran.

Another thing is she was not built with a touch screen system that has been such a problem on so many boats. That is a real advantage. Also she was built with remote electrical power distribution boxes. These are pretty easy to maintain and they save about 1500 lbs in weight over conventional electrical distribution.

She had a chilled water circulation air con system and that worked very well and gave almost no trouble.

I guess that is about all that is special about the boat. We had a lot of good sailing miles on her. I think we put about 25,000 miles on her more or less in two years. She never scared us and we took her into a lot of really tight places and had her in some pretty big waves. She always tracked well and never did that slew around thing some cats do.

In fact I think we also did a video of sailing her in some big waves you might find on <http://www.youtube.com/watch?v=NnBve75x04o&feature=c4-overview&list=LLhcnTuhRZqnOWKFB0BwsJjw>. That is a fun video to watch and you'll see her in action.

Best regards, Captain Scott