

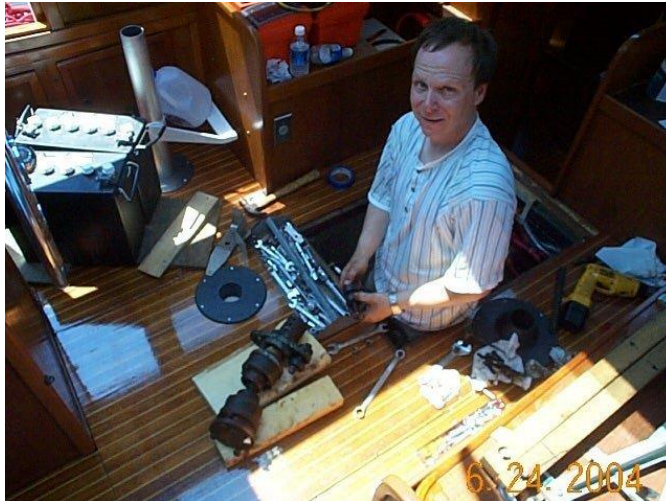
Projects 2004

CV Joint, Engine Mounts, Stern Tube, Switches, Cushions, Dirty Fuel, CV Joint (Again), Aft Station

New instrument panel for above the helm station. The old one was too shallow for all the wiring and was too difficult to remove for maintenance purposes.



Pulling the Aqua Drive CV joint. We didn't understand why the interior was so noisy when underway. We finally figured out that the bearings were shot in the CV joint. It appears that it was under water in the bilge for a significant time when the boat was for sale.



We also realized that the boat was sinking. After replacing the packing in the packing gland with Gore brand packing and essentially stopping any dripping from the shaft, the bilge pump was still coming on occasionally. The bilge is filled with iron and capped with a mortar type substance. Water was seeping up through this. The only place that it could be coming from was around the shaft log. The stern tube was pulled, which also pulled the shaft tube at the same time. There was almost no bedding compound in this area.



We filled the entire region with Sikaflex and installed a drain plug in the lower portion of the keel. Every fall we open the drain plug for the winter. For a few years this wept water but the last year no water has trickled out. A bone-dry bilge is a happy bilge.



This shows the mini-bulkhead supporting the CV joint and the packing gland. The blackened area shows the region where water was seeping into the bilge from around the prop shaft tube. The bulkhead has since been reinforced with large aluminum angle.



An interesting photo showing the Tristan alongside a Marine Trader 36. We originally looked at the Marine Trader before buying the Tristan but decided against the 36 for several reasons. A friend purchased the 36 and he has had his hands full with issues inherent with these older craft. It is interesting to note that fifteen years later we ended up purchasing this Marine Trader.



A view from the stern shows dramatic differences in the beam of the boats.



While the batteries were out this seemed like a good time to replace the 1-2-Both switch with three separate switches.



The key above the heater vent should keep anybody from doing something stupid. The house and engine batteries are fully isolated but can be combined if necessary.



New cushions needed to be made for the boat. My mother got involved with this project.



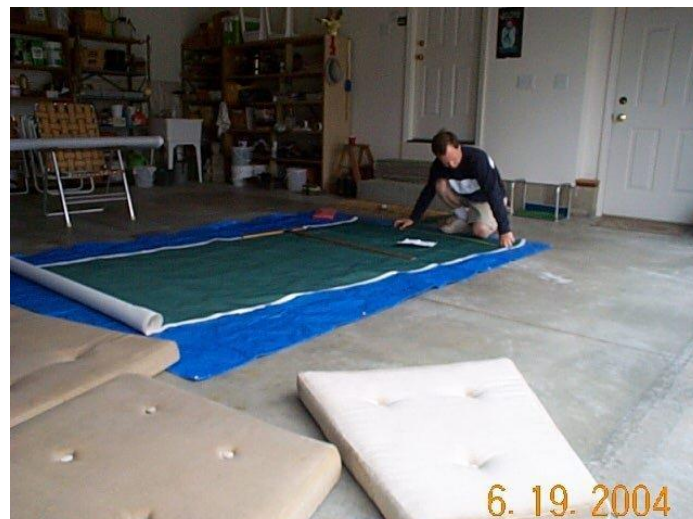
We salvaged the foam to make the replacements.



The first few cushions are finished.



Back at work on more. 14 cushions needed to be replaced.



Mom at the sewing machine. Instead of zippers, Velcro was used for closures. We bought 25 yards and used all but about one foot.



More layout. The forward cabin V berth uses 4" of latex foam over the original 3" foam. The latex can be seen at the lower right.



The last few pieces



The aft cabin cushions.



After getting a summers experience with the boat we had the original prop re-pitched and swapped it out with the three bladed prop that we temporarily had mounted upon re-launch.



A simple evening cruise got a little too interesting due to dirty fuel issues. A check inside the tank showed why. The tanks were supposedly cleaned two years before we purchased the boat, but either they didn't do a good job or the fuel cruded up the tanks in the two years the boat sat waiting for a new owner.



A closer look at the gunk attached to the tank walls.



A clean tank.



We had to cut another hole (circular) in the tank forward of the tank baffle in order to clean that area of the tank. We then fabricated a cover for that area. Both tanks needed to be cleaned.



After getting the CV joint back in the boat, we found that one side of the CV joint was overheating. This was due to the fact that the angle of the engine was wrong. In other words, the motor mounts needed to be shimmed. Remember, this is a replacement engine that only had 30 hours on it even though it was in the boat for almost 10 years. So, out with the engine.



Setting the engine on the dock.



Bilge without the engine; it was quite the mess.



New impellor. Yanmar likes to put their water pumps in locations that are not easy to access.



We were able to clean and paint the bilge while fabricating the shims for the mounts.



Preparing the engine to go back into the boat.



Getting ready to drop it down the roof hatch.



Lowering it into place. It had to be "wiggled" in, thus the strange angle



Just about home.



Re-installed and re-attached to the CV joint. The CV joint now stays cool when running.



Two Racor fuel filters were installed so that we can switch filters while underway. Coming from sail you get paranoid about making sure that the (single) engine is getting clean fuel as fuel delivery problems are about the only thing that can kill a running diesel.



When re-filling the cleaned tanks, we took pictures of the analog gauges with a note showing how much fuel had been pumped into them. A series of these pictures is kept aboard so as to know how much fuel actually is in the tanks by looking at the gauges. At the same time, we recorded the depth of the fuel in the tanks with a dip stick so we have that data if needed. It is easier to look at the gauges than to dip the tanks.



The box and controls at the aft steering station didn't appear to be original and needed to go. The box was going to be in the way of the steadying sail mast that was planned.



After removing the box and starting the disassembly of the engine controls and gauges.



More disassembly



Stripped to bare bones so that we could build the replacement over the winter months.

