

First, I must say that the installation was done in 2007 and that I must thank Fred Ficarra as method provided a lot of information.

Unlike Fred however, right or wrong, I did not want to cut the anchor well and let the chain simply drop to the bottom of the boat against the hull inside walls. So I removed the small bulkhead at the front of the V-berth to have a look at what Hunter had done.

Doing that made me realize that I could make the well deep enough to accommodate the chain and rode if I used a horizontal windlass right above the well. So I ordered the all stainless Lewmar 1000 to go with a 5/16 G4 chain. Capacity suited me and I found a decent price on the internet !



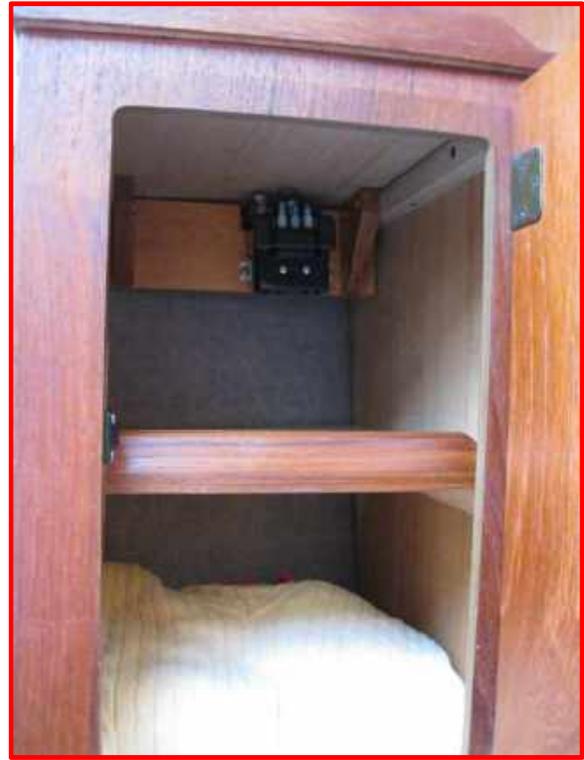
I then marked the walls of the anchor chain locker and cut the bottom off to make it as deep as possible. A 4 1/2" grinder with a cutting wheel worked good. Use plastic film sheets inside and wear a mask as it creates lots of dust !!!

The drain hole in the hull was left in its original position. I kept the locker bottom cut-out portion to re-use as the new bottom. Here too the drain hole was kept where it was.



Here is what it looked like from the inside once cut away.

Before going any further, I ran the wires from the batteries in the starboard side cockpit locker. If I recall, because of the distance, and the load, I used #2 battery cables. Using a hard-wired fishing tool, fishing of the cables was not too hard and I ran them in between the hull and the interior FB liner on the starboard side.



I saved a lot of trouble by installing the supplied breaker right next to the wine glass rack behind the fridge. It's not in the way and easily accessed from the locker for the cable connections.

Of course if you have a 34 you need to become Houdini to get in that locker. Some owners call it the pretzel factor !!!

Running the cables alongside between the inside shell and the hull side allowed for an easy installation of the Lewmar solenoid switch (relay) at the hull side upper part of the small cabinet on the starboard side of the V-berth cabin. The cabinet was easy to take off and re-install, after adding a support for the relay. I connected the wires before re-assembly as it was easier and then carefully pulled on them so as not to leave them dangling in the locker.



Because I sail solo most of the time, I had decided that I wanted to be able to operate the windlass from the cockpit as well as from the bow. So I installed a 3-wire cable and the Lewmar supplied switch in the cockpit starboard shelf. Again, considering the Houdini factor going in the locker this was not too hard to do. I ran the wire alongside the power cables going to the relay and windlass.

OK, now is't time to do the fiberglassing. I positioned the cut-off bottom where I wanted it, as deep as possible while sparing room for the drain hose to be connected to the drain hole and the tru-hull I had left in place. I used small scrap pieces of lumber to support it temporarily from underneath. Those pieces were reached and removed from the inside once work completed.



I duct-taped heavy cardboard to provide the FB wall backing, knowing that I could rip it off from the inside once the whole thing had cured.



Using FB roving mat and resin, the chain locker walls were rebuilt to be as strong as original, and be able to accept 75' of chain and 150' of 3-strand 5/8 nylon rode.



I drilled 3 holes for power cables. Control wire is the one with knot. Grummetts were installed to prevent cutting cables on FB.

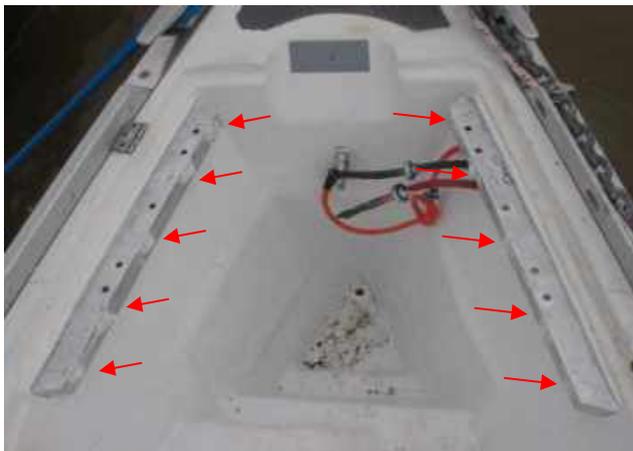


Painting completed, cover was then re-installed one more time for the final cutting measurements after frame and plate installation.

The cover will have to be removed once measurements are taken and then cut as the front part will be secured over the aluminum and stainless steel frame that will be machined to provide the necessary reinforcement. I didn't want the cover to bear the full force of the windlass pulling on the chain while raising the anchor.



I took 2 pieces of ¼" stainless steel flat bar 1 ½ X 16", drilled 5 holes and tapped them to accept 5/16 bolts. The holes were drilled & tapped to match the aluminum support bars I had had machined which were going to provide the support for the plate under the cover. The flat bars were then tricked into position by dropping ropes into the holes, which were then fastened to the flat bars from the inside. A person on deck would pull on the ropes to hoist the flat bar in between the hull and the locker wall. Lining up the aluminum support with the holes in the FB and the holes in the flat bar was done using 2 regular lead pencils as dowels ! Once we had the forward bolt started in the flat bar, the rest was fairly easy.



5 bolts were used on each side, smothered in caulking to prevent water intake.



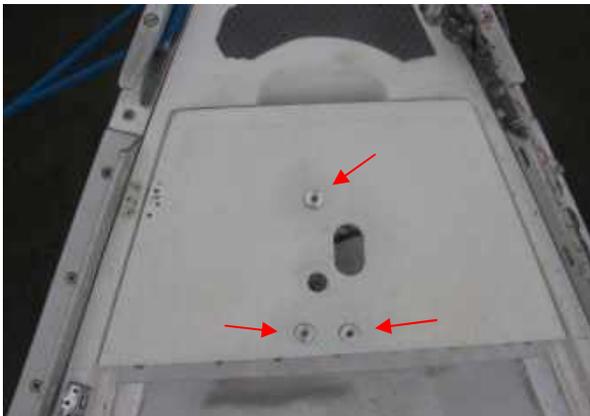
½" aluminum plate with reinforcement bars was cut and drilled to match Lewmar pattern.



Aluminum plate installed

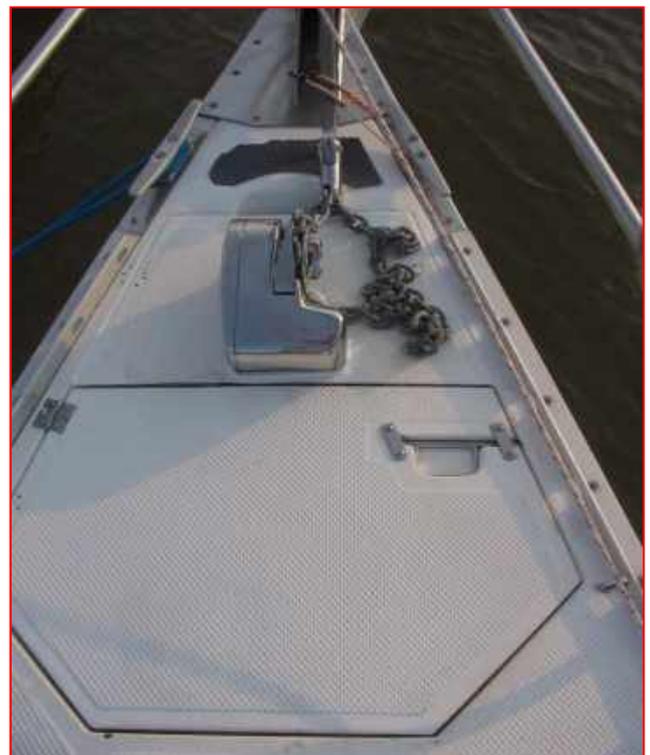


Holes for Lewmar bolts, chain and wiring were drilled using Lewmar paper pattern.



3 aluminum bushings were installed to compensate curvy shape of FB well cover

Of course you have to play contortionist again to reach underneath and forward in order to make the connections but this is what it looks like. Photo obviously taken before chain was installed properly





When closed, cover rests on aluminum plate, thus allowing me to step on it without fear.

Notice the 2-step bottom of locker: The lower part takes all 75' of chain and about 50' of the rode. The rest of the rode (+/- 100'), rarely used in my normal cruising area, is coiled and secured with a bungee cord on the higher part. The wash-down hose sits freely on it.

I chose a hand-held control rather than foot-control because it was much easier to install and allowed me to have both feet solidly on deck while working on the bow. I can easily use the wash-down with my left hand and control the up or down with the right hand if needed. The rope through the chain allows me to remove tension on the windlass when not in use, as recommended by Lewmar.



Finally, I cut off the starboard side of the factory installed bow anchor roller, then bought and modified a West Marine pivoting unit so that when the down button is pushed on the control, the weight of the 17 ½ Kg Bruce anchor makes it go forward and down in the water without me having to go forward to release it or push it forward. Of course when I know I will be anchoring, I undo the lashing well before getting to destination.



All that was left to do after this was to close the forward section of the V-berth by re-installing the small bulkhead. Of course, to please the admiral, I also had to clean the wall carpeting and redecorate with new nautical theme pillow shams and bedspread !!!

