



CONTESSA 32 CLASS ASSOCIATION TECHNICAL PAPER

“A FOUL TASTE WHICH REQUIRED DRASTIC ACTION”

WATER TANK REPLACEMENT



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DOCUMENT INFORMATION

Technical Paper Name	Water Tank Replacement
Original Contributor	Harry Allaway – “Hurrying Angel”
Edited by	George Isted
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OVERVIEW

For the last few years we had noticed that the water on Hurring Angel had started to taint after a couple of days. It was usually fine immediately after filling the tank but soon after and no matter what was done with it (boiling etc.) it would always be un-palatable.

During a weekend when the Association visited Lymington and Jeremy Rogers was giving advice, he discovered that there was OSMOSIS in the fresh water tank which was the cause of the bad taste. The advice from Jeremy was to replace the tank by cutting out the original.

THE REPLACEMENT PROCESS

Jeremy's advice sounded quite easy and straight forward until the day work started! The cabin floor was removed to reveal the glass fibre tank. Arrangements had already made to remove the floor with the mast still in place. Undaunted, or perhaps with a little trepidation, work started by attacking the tank with a saw. Three hours later, having cut through the floor bearers and fibre glass, the old tank was released.

This picture show the empty bilge.



This picture show the tank with the five cut floor bearers.



After consultation with Jeremy and Tek-Tanks, the decision was made to go for a plastic tank from the latter. The stainless steel tank appeared only to be secured at the ends. Tek Tanks were able to make the new tank with five securing flanges similar to the original.

To gain more space, the second bilge pump pipe, which originally ran under the old water tank, was cut short at the base of the mast. A prototype was then made from hardboard to check that the measurements and design would produce a tank that would fit into the enlarged space.

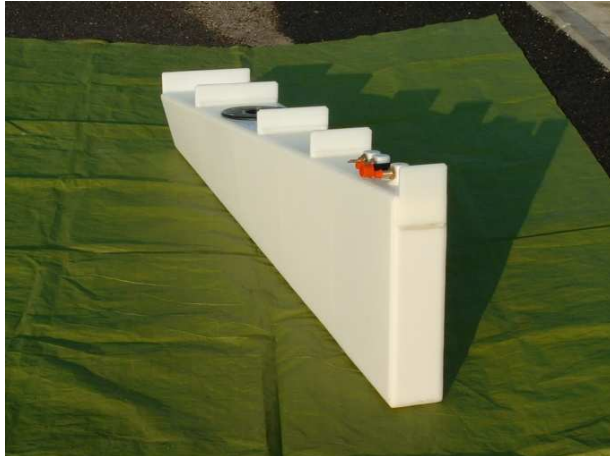
The following photographs try to show the comparison between the old and proposed new tank. This gives approximately an additional two inches in depth.



Martin Rye at Tek Tanks was very helpful when discussing the fittings and manufacture of the new tank. After negotiation with Martin, a competitive price was agreed and a build slot allocated. With the waiting time and then production, delivery was expected just before Christmas.

The preparation to install the new tank required grinding back the cut edges of glass fibre left from the removal of the old tank. After several hours of grinding using a small angle grinder and wearing protective equipment, I emerged from below looking like a snowman! The whole of the interior was coated in a layer of glass fibre powder. Two days of cleaning followed which has still not got rid of all the dust. It is amazing how the fine dust finds a way into every nook and cranny.

Finally the tank was ready and I collected it from Alton. Eager to check that all the measurements were correct and that it would fit the new tank was temporarily placed into position. I should not have worried. Tek-Tanks had produced the new tank exactly as specified, complete with the flanges to hang the tank on the floor supports.



With the tank finally in place, the floor supports were constructed and glassed in and left to cure. A couple of long lengths of timber were used to ensure the floor supports were level. The flanges were then drilled and the tank bolted to the supports. The floor was refitted and all the panels put back into place.

ADDITIONAL PHOTOGRAPHS

A couple of long lengths of timber were used to ensure the floor supports were level.



The flanges were drilled and the tank bolted to the supports.



SUPPLIERS AND ADDITIONAL INFORMATION

Tek-Tanks Ltd

The Old Stables, West End Farm, Colthouse Lane, Upper Froyle, Hampshire, GU34 4JR

Telephone: +44 (0)1420 520830 **Web:** www.tek-tanks.com

If you would like any additional information about how to proceed with upgrades or repairs to your Contessa 32 an excellent forum is available on the Association website where you can post questions and draw on the collective knowledge of many owners.

Contessa 32 owners are in the very lucky position to be able to contact the original and current manufacturer of Contessa yachts, the team at Jeremy Rogers Yachts are extremely helpful and will offer free advice to owners as well as historical information about your particular Contessa. Jeremy Rogers Yachts can provide a range of spare parts and will carry out repairs both small and large, their contact details can be found on the Jeremy Rogers website

JEREMY ROGERS'S COMMENTS

On reading this paper Jeremy Rogers made the following technical observation...

When carrying out this repair it is essential to bond over the top of the tank to ensure that the two sides of the hull and tied together so as not to flex under stress.

