

Chapter 17 Winterizing

We don't have any experience of this – our idea of “Winterizing” is to head south to the Florida Keys!

You may have heard of the ‘butter’ cruise – that’s where you keep going south in the winter until the butter is soft enough to spread without tearing the bread and you keep going north in the summer until the butter is no longer a liquid. During the winter, we tend to do the ‘antifreeze’ cruise. We keep moving south until we no longer see the big displays of orange and purple antifreeze in the local West Marine stores...

Thanks to Bob Miller (AT34 #036 “Strega”) for this list:

You will need about 18 gallons of antifreeze - the pink potable stuff.

Main Engine

Requires 5 Gallons of antifreeze

1. Close seawater intake thru-hull.
2. Open strainer and clean.
3. Start engine and pour antifreeze into strainer until seen overboard.

Generator

Requires 3 Gallons of antifreeze

1. Close sea water intake thru-hull.
2. Open and clean sea water strainer.
3. Start Generator add antifreeze into strainer until it is seen overboard.
4. Stop generator.
5. Close generator exhaust thru-hull.

Air Conditioners

Requires 3 Gallons of antifreeze

1. Close seawater intake thru-hull.
2. Open strainer and clean.
3. Remove intake hose from strainer.
4. Blow through hose and close thru-hull.
5. Connect battery pump to strainer.
6. Turn on A.C. and battery pump until antifreeze can be seen coming out boat.
7. Reconnect intake hose from thru-hull to strainer.

Wash Down System

1. Remove intake hose from seawater pump.
2. Blow through hose and close thru-hull.
3. Attach end of hose to battery operated bilge pump.
4. Place pump in bucket with antifreeze and turn on.
5. Turn on Seawater wash down switch.
6. Allow to run until antifreeze comes out of nozzle.
7. Turn off Seawater pump switch.

8. Reconnect intake hose from strainer to pump.

Instruments

1. Remove transducers and insert plugs.
2. Turn off the CO detector in the fwd stateroom. It can falsely trigger.

Hot Water Tank

1. Turn off pressure water pump.
2. Disconnect in and out hoses to tank.
3. Connect bypass hose.
4. Drain tank.

Fresh Water Systems

Requires 4 - 5 Gallons of antifreeze

1. Turn off fresh water pump.
2. Drain and flush holding tank.
3. Drain fresh water tank.
4. Open fresh water filter under sink. Remove filter and fill with antifreeze.
5. Reassemble fresh water filter.
6. Remove intake hose from pump and attach battery operated pump.
7. Insert battery pump in bucket of antifreeze and turn on.
8. Turn on fresh water pump.
9. Open first hot and cold faucets in the following order until antifreeze is seen:
 - Forward shower
 - Forward sink
 - Galley sink
 - Cockpit shower
 - Windshield washers (operate washer/wiper switch)
10. Ensure that shower sump is filled with antifreeze, then operate pump to fill discharge line. Then turn the pump off.

Head

1. Pump-out the holding tank !
2. Flush toilet until pink seen.
3. Add 4 gallons of antifreeze to toilet and pump waste thru Macerator until pink is seen
4. Close Waste thru-hull.

Dinghy

1. Add stabilizer to fuel tank
2. Run fuel through engine
3. Disconnect fuel line and run until engine stops.
4. Drain carburetor.
5. Remove spark plugs.
6. Fog cylinders.

7. Reinstall spark plugs
8. Remove battery and charge. Store in tank room
9. Remove drain plug from boat.

Generator Battery

1. Turn on charger switch. (see electrical section)

Keel Cavity

(Kurt's recommendation)

1. Remove the white 'Starboard' inspection plate screwed into the bilge floor under the salon floor, next to the driveshaft.
2. Pump-out any accumulated water.
3. Reinstall the plate with sealant compound.

Outside Vents

Al Skiber, (AT41 #026 "Raven") recommends covering these:

“When we had our 34-032 Spindrift, I had no problem accessing the vents from inside the engine room. I would jam a long piece of foam rubber into the vents. You will have to reach up and feel for the opening above the hot water heater on the starboard side and above the genset on the port side. It can be done.”

Annual Maintenance tasks

There are some other unusual Winterizing / once a year tasks I've discovered:

1. Inspect both ends of all Shore Power cords, and the inlet sockets. This is mostly for East Coast / Air Conditioning boats.

An owner (anonymous, unless he wants to 'come out of the closet!') has just discovered burnt/melted connectors on his 30A connector that probably killed 2 battery chargers. Any problems, replace all components - an electrical fire is nothing to take lightly....

2. While you're down there, check the dripless seal (if the boat is in the water). Remove the hose from the seal and cap-off - water should come in. Run the engine, and a healthy stream should come thru that hose (its connected to the transmission oil cooler)

Detailed instructions at www.tidesmarine.com

3. Also while you're there, run the bilge pump (under the coupling by the bulkhead) to pump-out the water, and verify it still works. Might be a good idea to check the other two (under head floor and in lazarette) also....

4. Take the tops off the battery boxes, and check the terminals are all tight. Careful where the end of the wrench goes - you definitely don't want to short across those terminals....

Bit of vaseline or waterproof grease on the terminals is a good idea too.

5. Disconnect Shore Power, turn-off Inverters and remove the 2 screws to swing the electrical panel open. Check all the screw terminals on the breakers are tight. (double check there's no **shore power connected** before going near the 120V side – I don't have enough loyal readers that I can afford to lose any...)
6. On the Cummins engine, take the beltguard off the front of the engine and check that serpentine belt closely. Note how its routed, remove it, and spin all the pulleys checking for rough bearings. I just did mine after hearing a *tiny* squeal at start-up. The old belt had done 2131 hrs in 3 1/2 years, and had a couple of tiny loose chunks. The engine manual has instructions for belt removal/replacement, and pictures of good and bad belts.
7. Check all engine hose-clamps for tightness. Its an 8mm socket or a screwdriver on the Cummins engine I think.
8. Take all the soundshields off the generator and inspect things under there.