

Chapter four : Windlass for 323 : I used a Lewmar Pro 1000. I could have used the smaller model- according to the manufacturer's info- but I had money in my pocket, a brand new boat, and a way to get a discount on supplies. It is a horizontal-shaft model. I thought it was a free-fall model, but it is not. Lewmar now offers a free-fall kit for about \$150.00. You might just as well go for the Pro-Fish model, I believe it's called, and it comes with free-fall. Now, they have a wireless remote up/down which they did not have when I bought my setup. It's \$150.00. Considering the hand-held remote was over a hundred dollars- plus wire and such, the wireless is the way to go..... I mounted the windlass on the shelf inside the anchor locker, and the plug for the coil-corded hand remote on the port sidewall of the shelf. I'm in the process of putting an up/down switch on the helm instrument pod. I found that the shelf is about 1 and 1/8 inches of solid fiberglass layup, so did not use the 5/4 teak I was going to use as a backer under the shelf. I did use the 5/4 to raise the windlass to get a better horizontal pull on the rode from the roller.

On the port side of the shelf I put a beefy U bolt to secure the rode end. On the starboard side I put an eye bolt through the shelf so I have something to tie the anchor to so it doesn't accidentally fall off the roller. I put a winch handle holder on the under-side of the anchor locker lid to hold the handheld remote. Normally the remote is below, out of the nasty elements.

The relay unit: I put it in the "bulge" in the vee berth forward, port-side overhead where it looks like a clock should go. That bulge may be where the factory put the plug from the wired remote, but I thought it silly to open the hatch on a rainy day to plug it in. (That's why I put the plug in the anchor locker.) The wires from the windlass will reach to the bulge. I cut a hole with the 4.75?-inch hole saw I used to install the solar vents in the hatches. This size allows the relay and wires to slide in and out. I ran a 3-amp fused wire to the remote socket; also the two control wires to the socket.

It would make life easier if you (or someone small enough) can get into the anchor locker and hand them a drill. Otherwise you have to lean into the locker on your belly, look back while upside down and drill. A 12-to18-inch long drill bit is nice, and a light on the drill helps you see back there. If you look from the bow, toward the bulkhead to the vee, on the port side of the anchor shelf, I came down about two inches from the deck to drill holes. I suggest drill one, then recheck from the vee side to make sure it's in a good spot, which for me was out of sight, up around the wire trough. In the four years of 323 production they may have made changes! You should have put the lugs on the two windlass wire-ends, so drill a hole big enough that the lugs will fit through it. I drilled one hole for each wire so if they chaffed they would not be together and short out. Sure, you can just drill one hole for all 5 wires- maybe 1.25 inches? I also drilled a hole for the soon-to-be-installed washdown pump water hose.

The battery wires: I bought 2-gauge wire because I was not sure where I'd run the wire or what the final length would be. I bought 40 feet of red and of black. I was adding a third battery, inverter, windlass, another battery switch, anchor washdown pump, so I bought the hammer-it type lug crimper to make up all the cables myself and saved a bundle. With a magazine article for information, I was okay with doing the lug work myself. I ran the battery wires from the relay hole, along the wire tray up by the port toe rail, back to come out over the quarterberth hanging locker. I drilled a hole in the top of the locker from below, came down the inside of the aft sidewall of the locker where I placed the 70-amp circuit breaker through the panel, to be operated from the bunk. In a scramble in the middle of the night, it's quick to turn on the breaker since it's also a switch. I would think, though, that whenever the anchor is down, this breaker/switch should be on. Remove the panel on the back of the hanging locker. From the breaker I went down through the fibreglassed lip with a separate hole for each wire. While you could go into the boxed-type stringer and out into the battery switch area, I chose to go on top of it and put a spacer to keep the bunk boards from smashing the wires. From under that lip inside

the cabinet you can angle the wires to come out the wood under the quarterberth shelf- about 1.5 inch up from the lower edge and maybe 6? inches from the locker side drill a hole or two.

Although I had purchased 40 feet each of #2 red and black battery wire, it looks like I used only 26 feet for each battery cable. If you look at the installation manual you would see you could use a 4- maybe a 6- wire. 6 seems small, so I'd go with 4 gauge. Let your conscience and your wallet be your guide.

If you put an up/down switch in the cockpit, run its wire when you do the battery cables to the relay. I suggest putting in a string messenger as you go. It's a little tough getting wire from over the vee locker into the salon side of the bulkhead. You could use two-conductor wire for this switch, and pick up 12 volts from the instrument + wire in the instrument pod. Otherwise, use three-conductor and get power off the relay. You would always have the engine running when using the windlass, and I suggest having all batteries on with the engine in order to minimize discharge of any one battery.

WHILE YOU HAVE THE ANCHOR LOCKER EMPTY : The 323 anchor locker drain is down low, and it has already gotten blocked one time. I have heard stories where that happened and the water backed up high enough and flooded into the vee cabin. The Beneteau dealer and parts department are across the creek from me here in Annapolis, so I got another locker drain and put it on the port side about a foot higher than the original. I made sure the outside cover was angled so water coming down the hull would not be funneled into the locker.

Looking back, the instructions call for a (3" ?) hole for the rode to fall below. In the 323, the rode will be going forward and rub on the lower lip of that hole. If you can also drill the big hole forward at an angle or cut with a saw, that would make things run smoother.

I have a 35 CQR with 62 feet of 3/8 chain then another 62 feet of three-strand. The chain alone is usually enough for most of my anchoring in the Chesapeake Bay. Like most people would, I plopped the new chain on the dock and wound it in with the windlass. Then let it out, into the water, then back in again. I think the chain is still kinked (like a telephone cord can get) since it has jammed both going out AND come in. SO, in the spring I will go to water deeper than the chain length and let the anchor and chain out to rotate to uncoil for 5 or 10 minutes then bring it back in.

The installation directions tell you the rode should be able to drop a certain distance into the bottom of the anchor locker. The 323 has that slope under where our chain would fall, then it would slide down into the locker. I'm sure the chain will wear down the gelcoat of that slope, so I plan to put a piece of wood or stainless on the slope. By extending the piece out into the locker a little, the rode can drop into the deeper part of the locker.

As part of these projects, I made up a plywood "divider" which will be placed about 8 inches behind the battery switch panel. It rests right along the same stringer the switch panel is against. Epoxy it in or just screw-cleat it to the divider alongside the muffler. This way, things stored under the bunk will not slide into the battery cables or switches. I placed the windlass cable on the outermost switch, on the buss lug- not the battery-cabled lug.

Looking at Scott's Jan 22 pictures of the windlass, as a general rule, the manufacturers like the rode to go DOWNHILL from the windlass to the roller. Accordingly, I raised mine on a 5/4 block of teak. It might have been able to go a little high with other shims. Might be a good idea later to fiberglass in the block.

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