

Calico Upgrades

This is a list, in approximate order of completion since Jan 2017.

Engine prone to overheating when run for extended periods and found to be caused by partially closed seacock atop sail drive also internally blocked with calcified marine growth. New ball valve type seacock fitted to replace older poor design. Sometime later detached barnacles were found inside sail drive impeding water flow. Rydelime was used to dissolve barnacles. Water flow has been normal for the past 6 years. Engine cooling passages cleaned with Rydelime.

Vetus inlet raw water filter fitted as none was present previously.

All engine "O ring fittings" replaced and spares provided as is raw water pump impellor.

Fuel delivery and return lines to engine replaced as original were cracking and leaking.

Secondary fuel filter found to be leaking air causing engine to stall. New drain cock fitted.

Fuel lift pump contained debris and diaphragm cracked, pump overhaul kit fitted. Doubtful filter ever checked or cleaned.

Water lift muffler, that was lying in bilge, was mounted on a "shelf" and exhaust hose modified accordingly.

New Blue Seas battery isolator switch fitted to replace older partially jammed unit.

Original batteries were in poor condition with little capacity. Alternator voltage regulator was faulty, overcharging the batteries at some 18v. New regulator and new AGM batteries fitted with proper securing straps. Battery leads and power supply wiring upgraded. Two blue seas fuse panels fitted as part of electrical upgrade. Note one of the AGM batteries failed and replace approx. 18months later.

Two Ctek battery chargers fitted for shore power charging.

Electric bilge pump and float fitted. Old manual pump hoses replaced as were cracked on suction sides. One new manual pump fitted as were new strum boxes and one-way valves. New bilge pump outlet fitted to port side of transom.

New GPS EPIRB fitted and flares upgraded. (Note original circa 1987 and later fares disposed of!) 3 new fire extinguishers fitted.

A new iCom VHF was fitted as an upgrade also requiring a new antenna and coaxial cable. Metz antenna fitted. GME AM/FM/Bluetooth radio fitted as an upgrade to CD/Radio. New speakers were fitted to old ones mounted in book shelves.

All internal lights were upgraded to LED with forward sink and main galley light fittings replaced and 2 lights added over table.

Mid ship cleats fitted to improve mooring management.

New vang bale fitted to boom after old fitting broke.

Starboard jib halyard replaced with new dyneema.

“Motor boat” LED navigation lights added as only “Sailing vessel” nav lights previously fitted

100m Anchor rode and 10m chain fitted as previous items not serviceable.

New Spinlock deck organisers fitted to replace partially failed sheeves on originals.

Leaks on deck organisers and saloon top hatch addressed.

“Tiller Clutch” fitted to improve single handed sailing, found to be very convenient and most used and best upgrade on boat to date! This could be further improved with a “bungy” addition to line.

Fuel tank leaking around original filler in cockpit sole. Tank removed and modified to deck filler and site tube fitted. Ply fitted over tank and lower starboard access incorporating fuel level window.

Forward portlight windows and O rings replaced, complete fittings removed and resealed requiring original fasteners to be drilled and oversize M6 fasteners fitted.

Cabin top hatch hinge fasteners replaced as old were steel and corroded after poor repair in the past also using plastic masonry anchors! Hatch to cabin top wood section sealed to address leaking. New handle and O rings fitted.

New head fitted as economical replacement of old unit with cracks. New raw water and discharge hoses fitted. Complete pump assembly as a spare.

Holes left from old line clutch positions atop cabin fitted whilst cabin overhead lining removed.

Cabin windows removed and replaced as old were badly crazed and prone to leaking. Boat interior dry for the first time!

New engine control and electrics panel made and fitted as original had excess holes and incorporated old non-working 27MHz radio. Provision left to fit recommended engine temp and exhaust temp gauges.

Anti foul with primer applied in April 2024 and Prospeed applied. New through hull sensors fitted as part of sailing instrument upgrade. Raymarine Tri display and wind speed units fitted. New masthead sensor replaced old “Rotovecta” sensor. Upgrade

provides True in addition to only Apparent wind speed an direction previously. Existing "i40" depth display left and configured as a repeater display to the new Tri Data unit which is the master unit.