CATALINA 350 INTERNATIONAL ASSOCIATION



C350 Association Technical Editor Scott Monroe

This issues' submission comes from C350's past Tech Editor, Bill Templeton. As Bill explains, messy situations can often have a very simple and inexpensive solution. Always remember that hose and fittings have a finite life span and when it comes to sanitation and happy guests on board it pays to stay ahead of the potential problems. As a side note when hoses start to give up the ghost they start having emissions that become unpleasant. Taking a clean wet rag and wiping your sanitation hoses, and then giving them a good sniff will let you know when its time to change your hoses.

Thanks again Bill for the great article. Everyone else, please keep those submissions coming. Your projects and experiences are benefit to all in the C350 family. **–Scott Monroe,** scott_monroe@verizon.net

Waste Valve Replacement

By Bill Templeton – former owner C350 #333 *Makani Kai*

Oh s---, this can't be good. As was obvious after haulout October, 2017 the waste valve had begun leaking at some point during the previous season. The pumpout system on the C350 allows some "vestige" to remain in the tank resulting in the stain as shown in picture 1....replacement of the waste valve was needed. Step one was to fully empty the holding tank. Picture 2 shows how I inserted a snug fitting hose into the waste outlet to empty and flush what remained in the holding tank after pumpout by the marina when preparing for haul for the Winter. My marina has a "porta-potti" dump station so I CAREFULLY transported my "flush bucket" and disposed of its contents. I have sailed and visited on 350s on the west coast of Florida and envied the beautiful weather....not now, I was glad to be in a temperate clime (NJ) for this job – translation: cold. I am sure this project would have been much nastier in Florida heat! Step two was to remove the old waste valve assembly. I heated and slit the old sanitation hose connecting the waste valve to the waste outlet to remove same. The retaining straps on the holding tank had to be loosened to "flex" the tank inboard allowing room to back the entire valve assembly out. I selected a schedule 40 ball valve, appropriate threaded fittings and a short length of new sanitation hose. Picture 3 shows the new parts and the original valve assembly. Note the old o-ring laying on the body of the original valve, that o-ring being the "culprit" having pulled out of place in the original ball valve and allowing the leak. The replacement valve is a standard waste fitting not relying on an o-ring to seal against leaks.....I was confident using the schedule 40 valve and fittings (very similar to the original) because this application is above the waterline and employs a passive "dump" (no pressure). Teflon tape was used on all threaded connections. After threading the new valve assembly into the underside of the holding tank, a little heat and dish soap allowed sliding the new sanitation hose down onto the waste outlet and then up onto the valve assembly. Appropriate stainless steel hose clamps on the sanitation hose and re-tightening the straps for the holding tank completed the project. Except for the sanitation hose (approximately 6") the parts were standard plumbing items available thru hardware stores or home centers – total cost under $30. I spent more time setting up ladders, drain hoses and carting "effluent" than the actual disassembling/assembling of the valve and tank – total time less than half a day. When I traded my 350 in November, 2018 she was hauled at the dealership and there was no sign of leakage. Although potentially unpleasant, a successful, surprisingly straight forward and inexpensive repair. **–Bill Templeton**, Makani Kai





