

## Deck Stanchion Upgrade on 1996 Hunter 37.5 "OLDCROW"

By Scott Nielsen

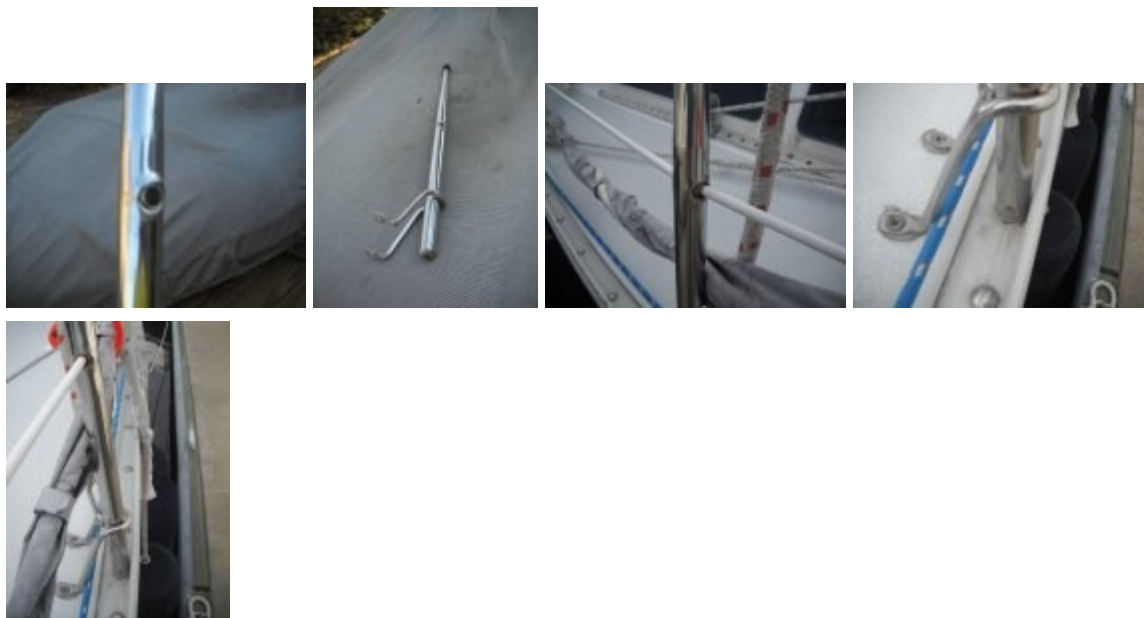
In repose to this issue posted by Mike Mahon I" am having an issue with the hole for the lower life line on both the port and starboard side stanchions. The hole has crimped both life lines after the winter. These stanchion holes were punched out last year as there was some compression on the stanchion caused by the travel lift out rigger the previous year. I am wondering what would cause the holes to close up or shrink. I have a 1994 Legend 37.5."

Mike McMahon

S.V. Kasha

I had this very issue on my 96' 37.5. Here is how I resolved it. I actually got two new stanchions from the Hunter Store on the website. At \$89 a pop I decided to see if I could do some sort of repair to the rest of the stanchions that didn't cost so much as I had at least two more in the same situation. After studying stanchions on my friends Catalina 380, I noticed the stanchions on his boat had a metal pass through tube for the lifeline. What I did was went on Amazon and found stainless metal tubing that would pass the lifeline through, then cut to a short length that would pass through the stanchion and extend about an 1/8" on either side of stanchion line hole. I had to drill out the original hole where the line went through the stanchion to fit the stainless-steel tubing piece. I pressed the stainless-steel tubing piece through the stanchion and viola, no more issue with the lifeline getting pushed up and cut. I also drilled drain holes in the bottom of my stanchions. I did pull the stanchions from the boat to do these repairs in my garage at home where I have the tools required. I also noted when pulling the stanchions that there was some pretty significant galvanic action going on between the stainless stanchions and aluminum tow rail. after cleaning up the corrosion I made plastic washers out of a milk jug to act as an insulator between the stanchion and tow rail. I also used anti-seize on the tow rail mounting screw when reinstalling the stanchion. If I remember I will take some pictures and put them in another post to this forum. I now have two spare stanchions in my garage.

Here are the photos of my stanchion repairs. If you look closely, you can see the drain hole I drilled in the bottom and the milk jug spacer I used between the bottom of the stanchion and toe rail. hope the pictures help.



The stanchions are very rigid with no flex. I am grateful this is the case. They seem to be as strong as before. However, I did not give them a pull test like we used to do in my Navy days with a test device designed to do a calibrated weight test. My gate stanchions were just fine so did not mess with those. I was pleasantly surprised to find the screws on the two smaller legs did not just pull out of what I figured would be a soggy core. I have been gratefully surprised that every time I have done some sort of repair that involved the deck that I found the core to be dry and solid. I have installed an Anchor windlass (which my install is on the website under Hunter 37.5 projects), did the stanchions, and a few window leaks. I do take measures to ensure my repairs are as waterproof as I can be with epoxy resin before I reinsert the fasteners. I did not use camphor. However, I am a strong proponent of 3M 4200 in such an application. I use a straightened paper clip to clear the weep holes whenever I think about it. I spent 30 years in the Navy on submarines responsible for a myriad of equipment and preservation thereof. Here is what I learned from all those years in the Navy. If the Navy uses it, it works. If it is environmentally friendly it doesn't work. Now please don't respond with all the tree hugger stuff, I take every measure I can to keep our waterways and environment as clean as possible. Just sharing my experience from serving in vessels that spend most their life in a very inhospitable environment as well as being one who had to maintain many of the equipment and machinery that enabled those vessels do operate in that environment. I love this website and all the information sharing in it. Keep it going my fellow sailors.