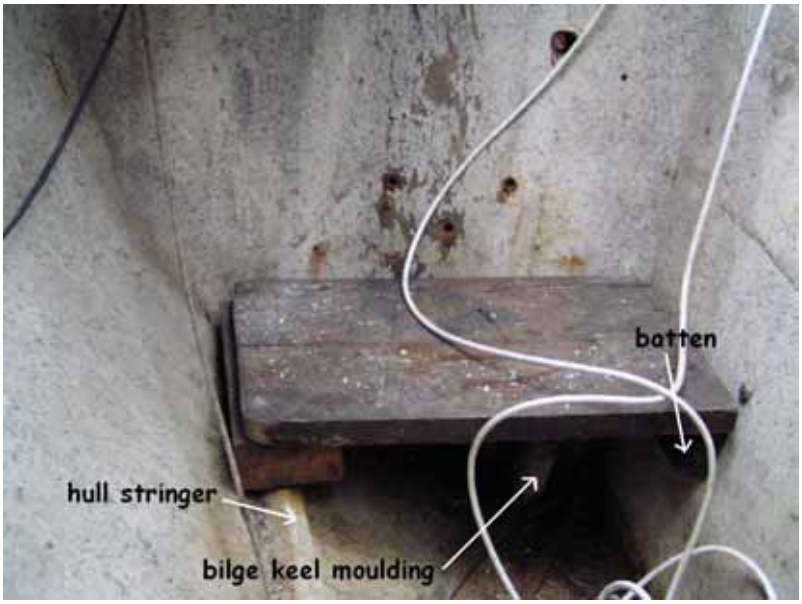
Lottie's battery box

Three sides of a ply box were glassed to the locker side at the forward corner of the port cockpit locker to create a box capable of accommodating 3 batteries.

The original plan was to have two domestic batteries (with one as a spare) and a separate starting battery. The usual '1,2 or both' battery switch is located in the engine compartment.

In the event, given our parsimonious use of battery power we could probably manage with just one battery and only usually sail with two.



The box replaced the old battery stowage which was this board at the forward end of the port cockpit locker. It rested on the hull stringer outboard and a batten inboard.

The battery box was made up by glassing three sides of a box to the inside of the port cockpit locker (2 of the 3 sides seen here). The battens at the bottom are to support the floor (the extra battens beneath were fixed to the locker side). Further battens fixed round the top to create a lip to retain the lid. The bottom edge of the box is not primed as this was to be trimmed and glassed into the hull.

Battery-eye view of the ventilated box with floor and lid in place.

We don't have any kind of battery management kit. We just have to remember to switch over to the one needing charging most when under engine.

The box is a third larger than it needed to be, given we only use two batteries. But the lid, when in place, with its deep retaining lip, provides a useful place to stow things you might need readily to hand in the locker which you might otherwise have to scrabble about in the depths of the locker to find.

Placing the batteries this far aft, of course, does nothing to help

The three sides of the battery box were glassed against the inboard side of the cockpit locker. The floor of the box is a loose fit and sits on the battens provided for this. The lid of the box is not in place in this picture.

the tendency for *Lottie* to be a bit tail heavy when crewed up – especially as she is currently without a water tank to counter that effect in the forepeak. Stowage lower down and further forward would be more ideal (see for instance *Pai Nai* here: http://tridentmanual.wordpress.com/accommodation/)