Well, we ended up replacing the entire waste system on the boat. All new hoses, new tank, and new macerator. Only things we didn't replace were the thruhulls and valves.

We did have to replace the thruhull tank vent fitting though; the hose barb piece broke off the stock one when we tried to pull the hose off, it was heavily corroded. In fact, the entire vent line was pretty much a solid mass (gross).
Anyway, for future reference for anyone else that might need to do this; here is how we got the tank out.

We actually didn't have to make too many decisions on how to get the tank out on our boat, because at some point the previous owner had already taken it out. I'm not sure why they put the aluminum tank back in, but whatever I guess. When we lifted up the teak cabin sole, this is what we found underneath :



As you can see, the floor was already cut (not particularly cleanly either) and was just sitting there. All I had to do was get a screwdriver and pry it up so I could get a hold of it and pull it out. It did save us a ton of time since we didn't have to try to lay out the cut.



We still weren't sure how to get the tank out, until we noticed the port tank box side was also cut and could just be pulled out. With the box side out of the way (and hoses disconnected) I was able to simply slide the tank towards the port side and lift it out of the hole.



The replacement tank we got is 3/8" thick polypropylene built to the factory drawing by Duraweld Tanks in South Florida. The tank looks great and hopefully it'll never have to come out of the boat again. I will say though, if we could start over I think we would have them make the tank slightly different. Mostly, we would have had them add a low suction pickup tube in the tank and had the discharge hoses come out of the top of the tank instead of the bottom. This would go a long way to preventing leaks and also reduce the amount of sewage just sitting in hoses.



While they were building the tank, we asked them to install a tank level indicator sending unit in the top of the tank. It's accessed through one of the hatches under the master berth should it ever need to be removed/cleaned/etc (let's hope not).



Here's the tank in it's new home.



Since I didn't want anyone in the future to have to struggle with trying to get this tank out, and I didn't want to just leave the floor loose like the previous owner; I decided to build a flange that the cut out section of floor could be bolted to. The wood strips are 6" wide 3/4" marine plywood. With just a little bit of sanding in a couple spots, I was able to get the new flange pieces to slide snugly between the floor and the top edges of the tank box. This gave the flanges a lot of support, so that when the cut piece was screwed down, you could easily walk around on it with no flexing.

To screw everything down, I drilled and countersunk holes in both pieces of the floor (cut and not cut) then used #14 screws about every 6" to securely fasten everything to the

flanges underneath. To take the tank out in the future, you just have to remove all the screws and slide the flange pieces out of the way. There are flange pieces on all 4 sides, I just didn't get a picture with the 4th side in place.



Here it is all bolted down:



I didn't get a picture of it, but to install the port tank box side I put 2 2"x2" pieces of wood vertically in the corners where the port box side meets the transverse bulkheads that make the fwd and aft sides of the box. I then used 3" long #14 stainless screws to screw everything together. I also added some expanding foam around the tank to keep it in place.

Once it was all back together I put the cabin sole back down and viola! Doesn't look like anything ever happened haha.