

CHAPTER NINE : Raw water seacock modification :

The first time I winterized the raw water system, I poured the antifreeze into the top of the Vetus water filter. Not difficult, but that left untreated water between the filter and the water intake seacock. I had heard about using the water intake as a "bilge" pump.

I took the water intake hose off the seacock. It would not slide off, so I had to cut it. That's okay since it would need to be shortened anyway. Screw a short 3/4 nipple into the seacock, then a 3/4 tee with the straight-thru ports in line with the water hose. Put the hose barb on the tee, then the hose. Double clamps on each hose connection. On the tee which faces forward, put another close nipple then an in-line 3/4 inch valve. You have more choices from here: A.) place a hose barb and then a hose of a length that you can lay on the bilge without hitting the muffler or drive shaft **FOR USE AS A BILGE PUMP**, or, B.) on the valve, put a garden hose adapter. Then you can run the garden hose to the cockpit to funnel antifreeze into. OR, as I did to winterize, I put three or 4 gallons of antifreeze in a cooler and stuck the garden hose into it. I found it takes about three gallons to flush the antifreeze through. This way, instead of a gallon-at-a-time, I can watch the exhaust from the cockpit and turn the engine off when the purple comes out.