

Shrimper Cabin Water Leaks

by Phil Crook (Shrimper 179 *Myrica*), Winter 2000

If the drain holes under the bow well leak then water can track back unseen along the cabin moulding and flow underneath the seat cushions and so into lockers and bilges. This is prone to happen with the perishable hoses used in earlier boats. You can see these on the cockpit seat drains at the aft end of the bunks.

You can check for leaks by fitting a bung into the hull outlets and filling the hoses with water, which will disappear, if you are unlucky! These bungs will fit the top outlets also as a temporary "fix."

The forward cabin bulkhead can be easily removed to gain access to the forward drains but you may need assistance to replace hoses because of the risk of "kinking" the very sharp turns required. But think of future peace of mind when flushing off seaweed and mud from your anchor.

Checking Your Drain Hoses

By Mike Broad (Shrimper 500 *Damzelfly*), spring 2002

Over winter, do check all five drain hoses (outboard models - inboard models have more as they have a different cockpit well arrangement). The pair in the cockpit side benches are very accessible and if they leak, the berth cushions will soon show you! The forward pair, in the anchor well, are accessed behind the forward bulkhead. This is easily removed so that the hoses can be checked. The hose in the cockpit well is not too accessible but should definitely be checked as rainwater can leak over the floor of the boat from this point. I used an "L" shaped car radiator hose to replace mine as it is much easier to fit than a sharply kinked straight hose.

Drain Hose Update

by Keith Thatcher (Shrimper 144 *Winkle*), Spring 2010.

Soon after purchasing *Winkle* in 2003 I found that the two cockpit drain hoses were split and needed replacing. I also decided to use "L" shaped car radiator hoses as they were much easier to fit than the bent corrugated flexible hose fitted by Cornish Crabbers. For those owners wishing source new hoses, the skin fittings on *Winkle*, which is an early Mk 1 boat, have a spigot outside diameter of 1½ inches (38 mm). The inside diameter of the pipe should be this size or a fraction smaller, but not too small that the pipe is hard to slide on. Any slack can be taken up by tightening the jubilee clips. Newer boats will no doubt have metric equivalent fittings and the pipe size would need to be adjusted accordingly.