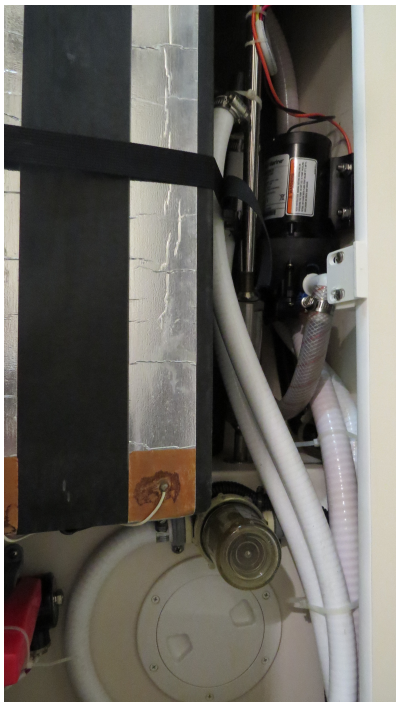
Installation of Wash Down

It was coincidental that while I was hatching my plan for the freshwater flush, my local "major national marine supply store" had a very good sale on a washdown kit….including pump, strainer (which I didn't use), fittings and coiled hose w/pistol grip nozzle. I had been hoping to add a washdown for quite some time. Now was the time. I have the head seacock (never used) connected to a raw water strainer by reinforced sanitation line. The pump was mounted on the forward bulkhead inside the holding tank compartment….not a lot of clearance, but it fit! The fastenings are hidden inside the portside locker in the forward cabin. Photo #3 shows the strainer and the pump….by the way that's the vented loop now used for the freshwater supply to the head you see just forward of the holding tank. The connections from the strainer to the washdown pump and from the pump to its outlet in the anchor well are braided (reinforced) water line……all ½" ID. It was fairly straightforward to "snake" the water line above the shelf portside forward cabin….past the windlass motor (by removing the access panel from inside the forward cabin) to the starboard side of the anchor well. In the anchor well I mounted an "off-the-shelf" flange that transitions ½" ID tubing to ¾" garden hose. I used "quick-disconnect" fittings for the hose (see photo #4). For electrical supply I connected to one of the auxiliary breakers in the "pumps" section of my panel and – of course – labeled it washdown. Due to the location of all plumbing for the washdown (except, of course, the seacock) above the waterline there is no need for the anti-siphon loop…. Which was used for the freshwater supply to the head. The seacock and strainer arrangement is actually higher up in the boat than the equivalent seacock and strainer for the Air Conditioning.





I know there are many variations to rig up a washdown. One I saw (in a C375) attached a water line from the freshwater manifold in the bilge to the anchor well. I thought that a pretty easy and economical route….until he ran himself out of freshwater more than once trying to clean his anchor.

We anchor in mud a lot. I have already patted myself on the back many times for being able to hose off my chain/anchor before hauling them on board. And again have asked myself that age old question…."why didn't I do this sooner….!"