

Recently a J/105 owner noticed rising water in his boat. After checking the through-hulls, he took the engine cover off and discovered that the water intake hose had come off the engine. The stem that the hose attaches to was too short for double clamps and the hose clamp that was there apparently loosened and/or vibrated off over time. He had to cut a short section of hose off to find good quality hose for the reconnection. The hose had disfigured as it gradually came off. The hose clamp has to fit very close to the end of the hose and close to the engine so that it is tightening on the coupling rather than half on and half off.

When he restarted the engine, there was still no water in the exhaust. Ultimately, he discovered that the blades of the impeller had all come off. Fortunately, none of them had been sucked into the heat exchanger.

You may want to add this to the list of things your people check as they winterize our boats each year. Of course, owners should check this hose every time they check the engine oil levels.



Location of  
hose that came  
off engine