

1: Umbra on reusing bath water | Grist

able scrounge up at a thrift store. By rapidly squeezing the hand pump 10 mm of mercury vacuum can be obtained. He plans to employ this The Bilge Pump.

I rarely have time for a bath, but last night took the opportunity to indulge. I had a nice soak, in water heated by solar energy, but then I had a tubful of water perhaps 50 gallons? How can I get the water from my tub to my trees without using a very awkward, cumbersome, and splashy five-gallon bucket my current method? Kathy Byrne Boulder, Colo. Dearest Kathy, You wrote this question and then wrote again with the answer. I must share with all the people. What to do with all that water? And yes, there is the old bucket brigade approach. What Kathy wants is a third way: This of course could be done with two people, one manipulating the interior hose end, perhaps closing it off while the second primes the siphon at the other end by sucking or running water up it. Kathy, gallivanting about on the web, found a British product, WaterGreen. In the midst of the hose is a squeezable priming pump. You just squeeze it a few times and the water flows up, over, and down to the garden. Two immediate problems present themselves: When Kathy wrote the second time she shared a further idea, of making one herself, and that might save us from purchasing PVC. Looking at the WaterGreen website, and around the internet at other siphons and pumps sold for bathwater reuse, I conclude that making your own siphon requires two separate shopping trips. First to the marine supply shop to get your priming pump. The WaterGreen pump is a marine-style priming pump that begins a siphon action; other systems I saw used a hand bilge pump of sorts. One other way to reduce and reuse PVC would be a third trip to find a used hose at the thrift store and, like you would with the new hose, cut it to the size you need with a hacksaw. Naturally, we should bike to all these locations, or at least group our errands.

2: Rule Mate GPH PUMP 24 VOLT Old Style NEW | eBay

Shop, read reviews, or ask questions about Bilge Pumps at the official West Marine online store. Since , West Marine has grown to over local stores, with knowledgeable Associates happy to assist.

We managed to obtain a Windlass and some grease but alas, no oil. Decent Coffee We went for a coffee; my first decent barista latte since setting out. Banbury pulled us in many directions and we ended up buying those final few implements we really needed before heading back to the boat. We finally cast off at Our aim was to get to Anyho Wharf to obtain the now grail-like 15 W40 oil for the engine. A Stretch of Canal This stretch of the canal and indeed a whole lot more was littered with old, disused and in use swing bridges. The trouble is, each one is wide enough only for a narrowboat, with 3 inches either side! Everywhere, electric blue and electric green flashes filled the canal side vegetation and occasionally they would flit across the boat. At one point, there were several in the boat. At another, they were fluttering around mu like she was Snow White in a Walt Disney cartoon. Nell Bridge We wound our way yes it was still twisting and winding and eventually stopped at a spot, just before the M40 motorway for lunch. After a break, with no overheating in sight, we continued on, eventually arriving at Nell Bridge Lock. This lock drops you straight under Nell Bridge which is quite low. If the canal had had a lot of water running through it i. The trouble was, we spent ages looking for the water level sign it had said to check before using only to find it was visible once you had emptied the lock! I passed under the bridge, which was like descending into the bowels of the earth and out. It was then that, horror of horrors; the boat overheated again! We pulled over I had just managed to pick up mu from the towpath just after her doing her lock thing , killed the engine, added more water to the expansion tank and let the engine cool down. We set off, worried about further overheating as we were in the middle of nowhere and we needed to find somewhere to moor but were confident we could make our destination; Anyho Wharf. Crossing the Cherwell Just beyond where we had set off from, the river Cherwell crosses the canal, from port to starboard left to right causing a weir on the starboard side. This was just before Anyho Weir Lock. Seeing how this was a near impossibility and no doubt cursing the Canal and River Trust for such a poor implementation of a winding hole, the couple on the boat thought better of it and continued on. The lock only dropped a short distance when emptied and so we were on our way the short distance to the outskirts of Anyho Wharf. We pulled up to a perfect spot, with a perfect view of a tree, brown cows and rabbits, with no-one particularly near. Anyho Wharf was a half mile walk away. This converted Mirrlees to Mirrless. I felt that the boat had already been renamed out of the water the correct way to rename a boat , at Whilton Marina by the team there. All I was doing was just tidying up the bodywork. It was very smartly done out, with a lot of eating going on so we retired to the garden to sit under the old pub sign. Tonights tipple was a golden pint of Hookey from the Hook Norton Brewery it was very mild-mannered. Mu had the Stowford Press cider. The walk back to the narrowboat was through voluminous clouds of small white flies. You would have seen us, hooded up, flailing our arms about frantically as the sun sank and as we headed our way back to Mirrless â€” our home.

3: Non submersible bilge pump recommendation - www.enganchecubano.com

Plugged Intakes: Bilge pumps with a remote water intake should have a strainer or strum box at the intake end of the hose, to prevent debris from clogging the pump or hose. Bilges are full of junk more often than not, so bilge pumps must be easy to clear and clean.

After 3 days of merciless pounding, the aging vessel finally succumbed to the breakers racing across what is now the Darlington Shoals. Schooner was the last of the "Stone-Hookers" to operate on the Great Lakes. While researching the "Helen" incident as a possible "diving target," I uncovered a story of one man and his ship that I am sure readers will find both touching and unique. From to , fleets of "Hookers" were owned and operated on a family,, or partnership basis, throughout the Great takes. The rocky shoals below Bonnie Brae and Stevensons Points being prolific areas for "stone-hooking" during this period. Due to the extremely hazardous nature of this occupation, for both ship and crew, these small Schooners could only operate during relatively calm lake conditions. During windy periods, they could often be seen "wind-bound" in North Shore Harbours and shore-ponds -- waiting out even a moderate blow. Anchoring the "Hooker" close to a boulder strewn reef, the crew would pole or scull a flat bottomed scow into the reefs shallows. When the bottom was visible from the surface, a 2 pronged implement called a "stone-rake" was manipulated under a fair sized boulder, this would be hauled to the surface and piled on the scow. Once loaded to capacity, the scow would return to the anchored Schooner, and the "hard-heads" transferred into the vessels hold. This back-breaking task continued until the Schooner had a full cargo of stone. Then, usually with very little free-board, and the heavily laden scow in tow, the vessel would sail to one of the many burgeoning lake-shore communities, where Harbours and docks were being constructed to attract trade and commerce into their areas. Pulling alongside a partially constructed dock or break-water, the cargo of "hard-heads" were manhandled overboard into the massive wooden cribbings that were used in dock and pier construction during this period. Being compelled to help in the construction of deeper Harbours and break-walls, to protect their nemesis -- the Steam-Ship, was a bitter pill for many Schooner Captains to swallow. The final blow to the "Stone-Hookers" came with the development of new techniques in concrete dock construction, making the relatively short-lived wooden cribbings obsolete. Another factor in the demise of the "Stone-hookers", was the public outcry during this period for smoother road surfaces. This resulted in the demand for beach cobble-stones dropping off. It is a pleasure to relate the story of this remarkable man and his long forgotten ship. She was christened the rather disenchanting name "J. Pugsley" by her original owners. Birthdate unkown, but circa Young John Goldring acquired the vessel in , during his travels on the upper Great Lakes as a Schooner seaman. To eliminate confusion, it should be mentioned, that John Goldring was the elder half-brother of Captain Richard Goldring of Port Whitby fame. Richard owned and operated a fleet of sailing vessels out of Port Whitby, Ontario, between and Pugsley" was a typical Great Lakes tow-barge, she was sturdily constructed, flat bottomed and broad of beam, with 7 ft. The vessels bulky lines were of little credit to the ship-designers art. However, to a ruggedly independent man like John Goldring, acquiring the "Pugsley" was the culmination point of his plans. After years of thrift and hard-work on the Great Lakes wind-ships, he was now Master of his own vessel at the age of At the opening of the shipping season in , Goldring had the "Pugaley" towed down lake Erie -- through the Erie Canal into Lake Ontario. The vessel was then drydocked for re-building and re-fitting. According to reports, Goldring actually "stepped" the two 60 ft. For operation in the notoriously shallow waters of North Shore Harbours and small grain ports, he installed a unique "side-pivoting centre-board". This was hinged to the vessels keel, and locked in the vertical sailing position by chains extending from both sides of the hull amidships. This could be pivoted to either Port or Starboard by means of a deck mounted hand-winch, giving the vessel 8 ft. In later years, during the vessels "Stone-Hooking" period, this device proved to be indispensable since it allowed the "HELEN" to operate in the shallows ontop of outlying shoals. This also gave Goldring the added advantage of "hooking" even larger boulders by means of a boom extending from the rear mast. A large set of "stone-tongs" similar to ice tongs were lowered overboard from a pulley-block attached to the boom, very large boulders could be lifted and swung safely into the vessels now deckless hold. This device

proved to be far superior to the scow and stone-rake method previously described in this article, and still used by most of the "Stone-Hookers". Later, a new-fangled and revolutionary innovation was carried out, and the "HELEN" became the first Schooner on the Great lakes to have a gasoline auxiliary engine installed, popularly called the "internal combustion engine" during this period, which, to quote Marine Historian C. Driven by a crude cast-iron propeller 22" in diameter, the "HELEN" could now operate effectively during the "becalmed" conditions that often plagued the "wind-jammers. It was the "HELENS" versatility that guaranteed her survival long after the rest of her kind, had faded into the mists of time. Thus, according to C. How could 31 year old John Goldring foresee as he re-built the vessel in 1872, that he would be destined to "tread the decks" of the "HELEN" for the next 50 years?. At the time of her demise on the Darlington Shoals -. John Goldring was in his 81st. Surely a remarkable record for one man and his beloved ship?. It should also be mentioned, that for economic reasons, this veteran Captain handled the 70 ft. It seems fitting and "in character" with this self-reliant old sea-dog, that he was alone at the helm of the "HELEN," when his "voyage of 50 years" came to an end on the Darlington Shoals. Inspection of the cast-iron steering flange substantiates a contemporary news report, that the pins securing the flange to the 10 ft. The steering flange is still "jury rigged" with the square iron spikes, that John Goldring desperately hammered between flange and post 57 years ago. In what proved to be a futile attempt to lock the flange, and stop the vessels fatal drift towards the breakers boiling across the Darlington Shoals. Which at that time seemed a very unlikely "diving target" due to the vessels shallow water location. The estimated depth of the collision point with this boulder strewn clay bank, being only two fathoms. Like most shallow water wrecks in the Great Lakes, the aging hull would have been torn apart by the crushing weight of shifting ice during the winter months. It could also be expected, that her timbers would have been scattered by 3 decades of storms and violent wave action in this extremely exposed area. Metal fittings, and other marine hardware would be buried under tons of shifting sand, since over the years, shore-line erosion has chronically altered lake-front contours in this area. The normally poor underwater visibility ontop of the shoal, would make systematic "grid search patterns" for the wreck-site almost impossible. It was anticipated that this would effectively conceal a "low-profile" wreck-site from the archaeological diver. The visual outlines of man-made objects marine artifacts would be disguised by this obnoxious marine growth. It became obvious that the most opportune time for conducting an underwater survey, was in the early spring before the algae bloomed. And preferably, during periods of off-shore winds which circulate the deep clear water into the shore-line shallows. A massive, almost legendary boulder situated ontop of the shoal, approximately yards off-shore, would be the focal-point of the proposed search pattern. It was reported that the "NORSEMANS" pumps were incapable of handling the water pouring through the gash in her hull, and she finally sank alongside the boulder, taking 11 ft. Research into the "HELEN" incident indicated that a very large boulder, did in fact, deliver the coup-de-grace to the vessel after she drifted helplessly onto the shoals. The following news report published in the Ontario Reformer, dated September 21, , seemed to substantiate this theory. I quote in part: He also stated that he had warned the Marine Department in Qttawa in the spring, that the rock was a source of danger. The Marine Department should place a buoy. Or blow the rock out of the water, said Constable Culling. This "menace to shipping", as it was aptly called in the news report, was located by the writer in the spring of . When diving in the area in , the upper surface of the boulder was used as a convenient resting place, sitting only waist deep in 3 fathoms of water. At the base of the boulder, a large amount of "marine debris" lay scattered in the sand, some of the debris was of a modern nature. A broken aluminum "lower unit" from an outboard motor lay partly buried in the sand, while close by a badly damaged 3 bladed bronze propeller protruded out of the bottom. Eventually, by extending the search radius away from the boulder in systematic "stride lines", a long trail of heavy marine hardware was located leading in a South-Westerly direction into deeper water, this included: One of the larger pieces dug out of the sand, seemed to be conveying a very encouraging message --"the word Success" was found embossed in scroll-work under the algae. It was discovered later that the cast-iron fragments were from the vessels wood burning stove. The most significant discovery at this point, was a "Crance Iron" sometimes spelt "Crans". It was at this point in the tentative search for evidence of the old "Stone-Hooker" -- that the wreck became a top priority diving project. For those unfamiliar with the hardware used in the construction of old sailing vessels,

it should be explained that "Crance Irons" came in varying shapes and sizes. They were used for clamping the jibboom to the bowsprit on schooner rigged vessels, on the underside of the foremost "Crance" there was usually a ring to which the bob-stay chain was attached with a clevis. The other end of the chain extended to, and was securely attached to the vessels stem just above the waterline. This arrangement was designed to take the strain of the "standing rigging" off the jibboom and bowsprit. This movement occurs as the cargo, or ballast, drops through the vessels crumbling hull -- already weakened by the wrecking. Once free of weight, and in a state of near neutral buoyancy, the waterlogged timbers are lifted and moved by the constant wave surge, particularly in shallow water locations. It follows that the timbers are usually shifted in the direction of the most prevailing winds. This movement is accelerated by high seas, gale-force winds, currents, and gradually sloping bottoms away from the shoal area. Similiar "trails" of non-buoyant debris starting at the vessels collision point with a shoal, have led the writer to other previously undiscovered wreck-sites in the Great Lakes. Hundreds of hours were spent searching, what proved to be, a vast maze of clay-banks and deep channels gouged out of the bottom by water action -- many of these being 10 to 15 ft. Some of the channels explored, gradually tapered into narrow "shoulder hugging" crevices that often made it necessary to back-out from under unseen sloping walls and clay overhangs. This proved to be a time-consuming and tedious task -- particularly under the low visibility conditions that were the norm in this area. This was followed for a considerable distance until it crossed a 10 ft. Using the "wallowing and feel" method under 3 ft. Attaching the reel of the surface float to the algae covered wire-rope, an ascent was made up the nylon line to drop the belaying pin and wooden sheave inside the float for safe-keeping. Swimming back down the line, the wire-rope was relocated and followed until it disappeared under a large patch of sand and gravel. Circling once again to the South. Expectations ran high as it trailed along the bottom clearly visible for another ft.. Broken chain-links, srniliar to those checked earlier, were noticed en-route 3" Stud-Links. Several mast bands, spikes and scattered timbers lay within the limited visibility on both sides of the wire-rope. This finally ended in a tangled and rusty coil close to the edge of a 15 to 20 ft.

4: BILGE PUMP | R/C Warship Combat

Bilge Pumps are used to remove bilge water (the bilge is the lowest compartment inside the hull of a ship, where the two sides meet at the bottom). Fuel can mix with the bilge water, therefore, electric bilge pumps are designed to be non-sparking.

This pump is the older style Rule-Mate which when reading the reviews were preferred by most people over the newer "A" model pumps. This pump comes in the original package what you see in the pictures is what you will receive. There are no fittings included. Please see pictures for a better description. Pumps fresh or seawater out automatically at a rate of gallons per hour. Operates on 24VDC at 1. Has automatic float switch that turns pump on and off depending on water level in bilge. Max head is 17ft. Please agree to the following terms and details before you bid on this auction. If you have less than 10 successful transactions with eBay please contact me before you bid or your bid may be automatically cancelled. If you are unsure of a description or something in my auction please ask questions prior to bidding as returns are not accepted at this time. Measurements are approximate to give you an idea of how an item will fit. If an item does not fit, please feel free to use my photos to list the item on eBay. I will list any flaws that I have detected. Please remember I am only human and if there seems to be an oversight that was clearly made on my part please communicate with me so that I can resolve the issue before leaving negative or neutral feedback. I promise to make it right. My intentions are to treat everyone the way I love to be treated with the best customer service possible. The items I sell come from a variety of sources including retail stores, outlets, yard sales, thrift stores and our own closets. Because of this I cannot always tell you everything about an item. If you are sensitive to certain allergens, I ask that you please not bid. My items come from many different sources and I cannot guarantee that these items were not exposed to pets, smoke, perfumes or other allergens. Also the color of items may vary due to photo quality and or computer screen resolution. Your monitor may show a slight variation from mine. The lighting on the camera will affect the pictures. If exact color is a concern please contact me before you bid. Payment accepted through PayPal. Payment is due within 2 days or 48 hours. Otherwise, unpaid case will be opened and item will be relisted. I do of course understand life happens sometimes and I am happy to work things out if there is an issue. This is required for PayPal payments. This is not a retail store. All sales are final. I do not offer refunds on any item unless it is grossly misrepresented. Thank-you so very much for taking a look at my auction and happy bidding. I will be taking the time to give all my buyers positive feedback. Please be so kind and do the same. Seller assumes all responsibility for this listing. Shipping and handling The seller has not specified a shipping method to Germany. Contact the seller- opens in a new window or tab and request shipping to your location. Shipping cost cannot be calculated. Please enter a valid ZIP Code. Prescott, Arizona, United States Shipping to: This item will be shipped through the Global Shipping Program and includes international tracking. Learn more- opens in a new window or tab Change country: There are 1 items available. Please enter a number less than or equal to 1. Select a valid country. Please enter 5 or 9 numbers for the ZIP Code. This item does not ship to Germany Handling time Will usually ship within 3 business days of receiving cleared payment - opens in a new window or tab. Return policy Return policy details Seller does not offer returns. Refer to eBay Return policy for more details. You are covered by the eBay Money Back Guarantee if you receive an item that is not as described in the listing.

5: www.enganchecubano.com - Bilge Pumps | www.enganchecubano.com

Online shopping for Bilge Pumps - Boat Plumbing from a great selection at Sports & Outdoors Store.

6: D | SCRUTON MARINE

Bilge Pumps. Showing 1 of 1 results that match your query. Search Product Result. Product - SEAFLO Series Automatic Bilge Pump - GPH, 12VDC. Product Image.

7: 12 VOLT PRESSURE PUMPS

I made a really little proof of concept once with a small motor from a printer. Darn thing didn't work after I mailed it off. About the diameter of a quarter. Printers can be found for 5 bucks at thrift shops at times, and will supply you with all kinds of things Lots of screws, Lots of gears, Lots of wire. The older, the better.

8: Terminology Archives - Tales from the Bilge

Find great deals on eBay for bilge pump. Shop with confidence.

9: Anyone have designs on a decent bilge pump? - RC Groups

About Bilge Pumps. Submersible bilge pumps are a necessity for almost every www.enganchecubano.com www.enganchecubano.com offers a massive range of bilge pump models from brands such as Rule, Johnson, Attwood, SeaSense, Seachoice, and Jabsco.

Disney color and play book Find s on this mac The study of political science and public administration in China : an overview Ument looks tiny in chrome Sap hr security material Psychoquackery, Why It Enjoys Immunity Gold By Gemini (A Lovejoy Mystery) Oskar Schlemmer: exhibition Socialism revised and modernized Tom Wright for everyone Reduction of religious beliefs to some basic types Apollos struggle Recipes from the Russians of San Francisco Artemis-goddess of the hunt and moon Sir isaac newton books Handbook of Learning and Cognitive Processes (1975-1978) Easy ways to Christmas plays Nursing care of a family experiencing a pregnancy complication from a preexisting or newly acquired illne The 13 secrets of power performance Grapes of wrath study guide questions and answers Tales By The Masters Shisa nyama business plan Rote learning in mathematics Sparkman Stephens New Agendas? Nationalist social and economic policies. The Pattern Of Sound In Lucretius Madison and the French Enlightenment Tate, C. Community control of cable television systems. Orbit model 58322 assembly and operating instructions The art of fundraising Economics for Irish students Ts generator A Guide to Energy Efficient Commercial Equipment Similes list with meanings Oracle erp specifications futer list filetype American Indian Stories (Second Edition) Firewall David D. Levine Microsoft Project 2000 for Dummies Quick Reference Rapid vocabulary builder Dava sobel longitude the true story