

Catalina 42 Mark II 3-Cabin Centerline

FANCY FREE

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WELCOME ABOARD FANCY FREE!

FANCY FREE is a 3-Cabin 2-Head 2004 Catalina 42 Mk II that has been lightly used, professionally maintained, and is loaded with special 'extras' that make sailing her an absolute joy. We searched all over the country for this particular boat, and after finding her on the East Coast we brought her West in the spring of 2015 to join the San Juan Sailing fleet.

We hope that you will appreciate her gear and equipment choices and that you will enjoy sailing her as much as we do. You will find FANCY FREE is very well balanced and sails beautifully. She keeps her speed in light air and is very stable in heavy weather, and her electric winches and boom-furling mainsail make hoisting, trimming, and shortening sail a breeze!

We are immensely pleased with this fine vessel and look forward to sharing her with you. She is, in my somewhat biased opinion, just about the perfect sailboat for a family (or two!) to enjoy a week (or two!) in the islands.

Two spacious and equal aft cabins, a queen-size centerline "owners" cabin forward with easy access on both sides, two electric push-button heads, a large salon, and a spacious galley & cockpit offer comfortable accommodations for up to 8 people (though we've found 6 max is our preference). The Webasto hydronic heating system gives everyone aboard climate controlled comfort in their respective cabins, both heads, and in the salon. The bank of AGM batteries, high output inverter and a state of the art power management system all add up to being able to enjoy all the comforts of home in the most remote anchorages (with thoughtful power management!).

Above deck, electric winches and a boom-furling, fully-battened main sail make sailing a breeze in any conditions! We like the single large 'destroyer' - style wheel, with spacious 'push-pit' seats built in to the stern rail port & starboard, along with long cockpit benches for stretching out underway or at anchor.

We've prepared these notes to bring you up to speed quickly and to make your vacation cruise as trouble-free and enjoyable as possible. Happy cruising - may you have beam winds & a following sea!

VESSEL SPECIFICATIONS

Year: 2004

LOA: 41' 10"

LWL: 36'

Beam: 13' 10"

Draft: 7'

Holding: 52 gallons in 2 tanks fore & aft

Displacement: 20,500 lbs

Keel: Wing

Bridge Clearance: 59'

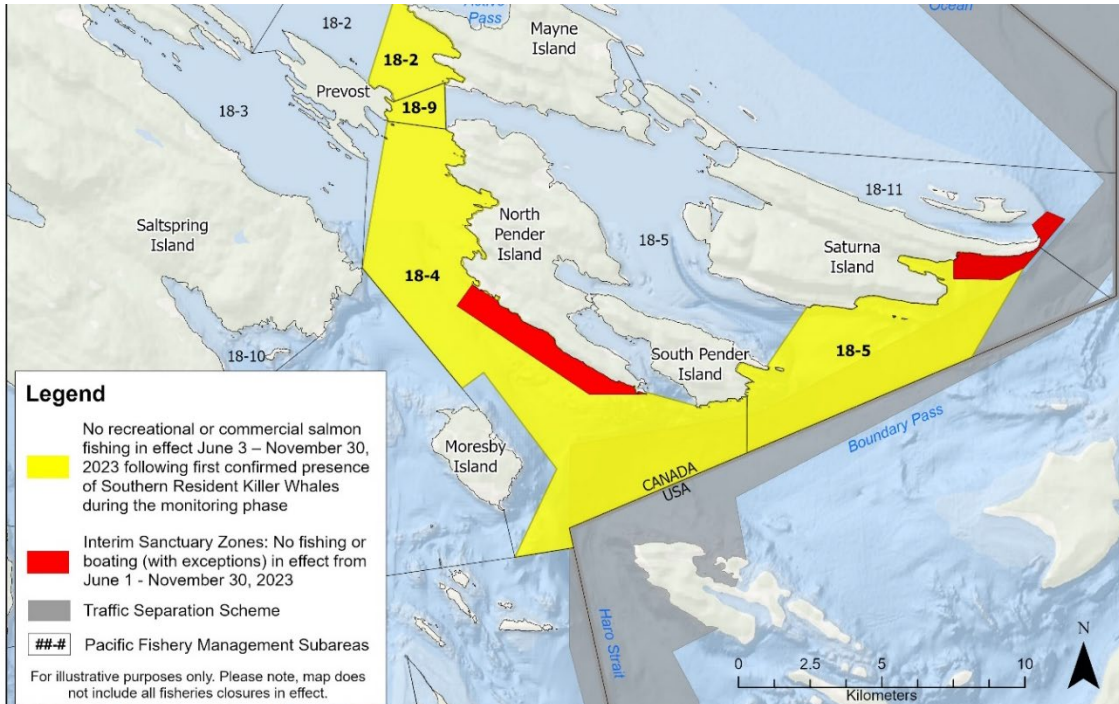
Water: 131 gallons in 4 tanks (no switching!)

Fuel: 46 gallons

BEING WHALE WISE

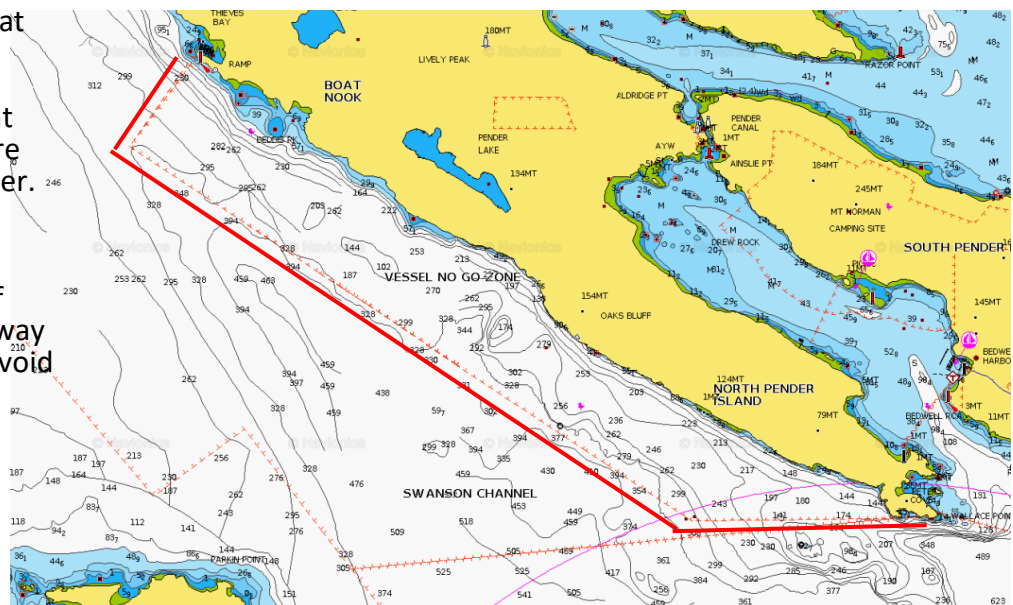
Our local Killer Whales are a wonderful part of the local family. But they are having a difficult time surviving due to declining salmon runs. These whales use echo location to find and catch their food. Therefore, noise pollution from boats and ships make it harder for them to thrive. In an effort to decrease human impact both the Canadian and US governments have implemented rules. We provided you a summary of these rules in the packet you receive when you arrived and there is more information in section 10 of the white reference book onboard Fancy Free. In general, stay at least 400 ft. away from the whales. Sometimes they come to you, if this happens shutdown the engine and turn off the instruments (assuming this is safe to do). They can hear the pings of the depth sounder – this is why we have you turn off the instruments.

In Canada they have gone a step further by creating some zones where boats are not allowed. This further improves the environment for the whales. The red areas in the diagram below show these zones.



And here is an example of what they look like on Fancy Free's chart plotter(s). The red lines have been added to help point out the dashed lines, which are what you will see on the plotter.

Note this is just to the west of Bedwell Harbour, so on your way in or out of there be sure to avoid this area.



VESSEL SYSTEMS

ELECTRICAL SYSTEM

The electrical system aboard FANCY FREE has been substantially upgraded for convenience, comfort and efficiency. New batteries, new high capacity inverter, new high output alternator, and a state-of-the-art power monitoring system all add up to one of the most advanced and capable systems aboard a vessel of this size.

In addition, a smart battery management system automatically protects the start batteries, so there is no need to manually switch between the start and house batteries. In fact, there is not much to tell you about the system because it should look after itself as long as you follow a few simple guidelines:

Electrical Panel:

In the unlikely event that the main disconnect breaker for the DC Panel should trip, it is located in the port aft stateroom, under the berth (lift out the 2'x2' center section) on the port side in between the battery switches. Most switches at the panel board are self-explanatory, but some circuits are unique. Switches marked with green stars are highly recommended to remain on at all times during your charter, while yellow/gold stars indicate switches to be turned on as needed (& turned off when not!)

Shore Power: IMPORTANT: Make absolutely certain that the main Shore Power breaker is OFF on the electrical panel **AND** the dock receptacle breaker is **OFF** when plugging into shore power – in other words, **DO NOT plug a hot cord into the boat with the A/C breaker ON at either end!** Likewise, make sure one or both breakers are off when disconnecting shore power.

Inverter (to left above nav desk): The inverter provides 110v power to FANCY FREE's household outlets (TV/DVD player, and anything else that has a 110v plug), and is also required to be on to run the hydronic heating system! It can remain ON at all times if you'd rather not bother with it, but it does draw ~2 amps even when there is no load on it, so turning it off when you don't need A/C appliances or heat is a good idea, especially overnight! It will automatically shut itself down when batteries get to around 12.1v, which simply means it's time to start the engine or plug into shore power. **NOTE: Do not use the microwave or other high amp appliances (hair dryers, etc) unless plugged into shore power. Using the inverter to power such devices will result in drawing down the batteries to a critical level.**

Battery Monitor (above port settee): Again, please leave this ON at all times and do not touch the control panel except to reset an alarm. It is really useful to see how many amps are flowing in or out of the battery bank, as well as current voltage and gauge that show you the % of battery you have remaining. It is designed to protect the batteries and sound an alarm at around 60% remaining amp hours. You can silence the alarm by pushing any button on the panel. As with the inverter, this means it's time to start the engine or plug into shore power.

Recharging Batteries: As noted above, the low battery alarm will sound and/or the inverter will shut down at a ~40% state of charge (around 12.1v). To get the battery bank back up to 90-100% you must either plug into shore power or run the engine at a minimum of ~1500 rpm for about 4 hours. For obvious reasons, when not

on shore power it is much more desirable to manage your power so the recharging can occur while underway, rather than having to run your engine at anchor.

Power Management TIP: *The heat system is by far the biggest single consumer of battery power. It will steadily draw between 10-15 amps, and will draw down the batteries in as little as 14-16 hours of continuous use. Everything else combined typically requires no more than about 5 amps (microwave should not be used unless connected to shore power).*

AC Trouble Shooting Tips: *The Battery Charger breaker (lower right on elec panel) must be ON in order for AC to power outlets, heating system, etc. This breaker should remain on at all times, but may trip if the circuit is overloaded. If the outlets are not working, check to see that the GFI breakers aren't tripped (GFI outlets are located above settee on port, and above aft cabin closet on starboard), and if not connected to shore power make sure inverter is ON.*

The single biggest trick to conserving your batteries is to use the heat system prudently - in the summer you may want to run it for a few hours in the morning and evening at anchor, but turn it (and the inverter) off at night and during the day at anchor. This can extend the battery range to two days or more on the hook. With the engine running you can use the heat as much as you want without drawing down the batteries. See "Heating System" for more information.

WATER SYSTEM

As with every other major system aboard FANCY FREE, we have upgraded the water system for ease of use. While there are four tanks (one forward in the bow, one port aft, and two under the cabin sole), we have linked them all together to eliminate the hassle of switching tanks every time one runs dry. Simply fill each of the four water tanks individually with a medium hose flow rate until they overflow.

There is a "reserve water tank" gauge to the left on the console above the nav desk (above heat system switch) that indicates the level of last ~50 gallons of the water supply – it will show 'full' until you begin drawing down this reserve, which are the combined capacity of port & starboard cabin sole tanks.

See the next section on the Hydronic Heat & Hot Water System for the different ways of producing domestic hot water aboard FANCY FREE.

NOTE: You may leave the water pressure breaker ON throughout your charter.

HYDRONIC HEATING & HOT WATER SYSTEM

Perhaps the single most satisfying upgrade to FANCY FREE (at least when you need it!) is her state-of-the-art hydronic heating system, with individual thermostat zones for each cabin and the main salon. The heat is dry and even throughout the boat – nothing is more important on a cold, wet day – or just a chilly evening or morning. A huge added bonus is that it also heats your domestic hot water supply – no need to start the engine for hot water at anchor or while under sail if the heat system is on!

Domestic Hot Water Without Heat: The engine will also make domestic hot water while under way by power, or simply while running the engine. An hour or more of run time will give you hot water for many hours

thereafter. It is also possible to heat the domestic water supply using shore power (breaker on electric panel) when plugged in at the dock.

To Operate Heat System: There is a main breaker for the system on the AC panel labeled WEBASTO which is covered and should always remain ON. **NOTE:** The Magnum inverter must also be ON in order for heat system to operate when not plugged in to shore power (control panel located below VHF radio).

To turn the heat on there is a toggle switch labeled Heat System (located on the far left side of the console above the nav desk) which needs to be flipped on before use. A green light should illuminate and it then takes about 20 minutes for the furnace to warm up and be ready to cycle hot water through the system, so turning it on is usually the very first thing you want to do on a chilly morning even before you make coffee! Once up to temperature, it's a simple matter of setting the thermostat and hi/low fan speed in each of the four zones. **NOTE:** The little switches on the thermostats should remain in the "heat" position at all times – simply adjust temp as desired rather than turning off the heat switch. Each of the thermostats is powered by two AA batteries – if they are dead the thermostat will not work!

The furnace draws diesel from the main fuel tank and burns an average of about .5 gal/hr and draws about 10-15 continuous amps of AC power. The furnace is located outboard in the port stern locker and the exhaust vents out the stern. **CAUTION:** The furnace exhaust is very hot – be sure that dinghy bow line is tied snug to the starboard dinghy tow cleat so it cannot be melted by furnace exhaust.

Heating TIP: *On very cold nights you can leave the heat system on overnight, but be aware that it will take a toll on your batteries and you may wake up cold if the voltage drops too low in the night and the inverter shuts off – better to turn it off (and the inverter) before bed and then on again first thing in the morning. In addition to saving the batteries, this will save a few gallons of fuel and make for a quieter night too.*

Heater Troubleshooting Tips: Battery charger breaker ON? Inverter ON? Thermostats set to "Heat"?
Thermostat batteries low?

ELECTRIC HEADS

Yet another fantastic upgrade to FANCY FREE, these great marine heads not only provide push-button flush convenience, but also use fresh water which virtually eliminates the smells traditionally associated with marine heads. We ask that you use the provided Ziploc bags to dispose of toilet paper, tampons, and anything else you haven't eaten first!

To Operate: To flush, simply hold the LEFT switch DOWN. If more water is needed, hold the RIGHT switch UP to fill the bowl. To empty water from the bowl, hold the RIGHT switch down (this is not usually necessary).
NOTE: Ensure panel breakers are ON for both forward & aft heads (these can remain ON at all times).

IMPORTANT: If you didn't eat it, don't flush it! This electric marine head system is awesome, but it is VERY sensitive to foreign objects – a single tampon or even a cherry pit can destroy an impeller or clog the line. **To reiterate - toilet paper, tampons, etc. are to be disposed of in the trash using the provided Ziploc bags!**

HOLDING TANKS

Both heads are equipped with gauges to alert you to how full their respective holding tanks are. **NOTE: Heads WILL NOT FLUSH when holding tank is full!** This is a great safety feature that prevents a real mess, but you need to pay attention and empty the tanks soon after the final light on the gauge illuminates.

PUMPING OUT

Far and away the preferred option for off-loading this unwanted cargo! Many of the marinas in the islands (including Squalicum Harbor in Bellingham) offer complimentary holding tank pump-out services – consult the cruising guide or inquire with the marina in advance or upon arrival. Roche even offers to come to your slip at no charge you with their pump out boat the “Fecal Freak” – though in this case a tip is expected...and well deserved!!!

MACERATORS & OVERBOARD DISCHARGE

Overboard discharge regulations are subject to change – it is the Captain’s responsibility to be informed about current regulations. If in doubt, double-check before you discharge – the fines for illegal discharge can be steep! IF you have determined that you are able to legally discharge your holding tanks overboard, here are the steps to follow while under way and in deep open water:

First, turn ON the macerator breaker at the electrical panel, then follow the below instructions. **Very important that you open the seacock BEFORE turning on the macerator!**

Aft Head

- 1) Remove the small cushion in front of the closet in the starboard aft cabin
- 2) Open the seacock valve for the head outlet
- 3) Turn on macerator switch in aft head, and listen for tank to be emptied
- 4) **IMPORTANT: As soon as tank is empty, turn off macerator switch and close seacock valve**

Forward Head –

- 1) Remove the small floor hatch in the cabin sole of the forward cabin
- 2) Open the seacock valve for the head outlet (**ALWAYS do this before turning on macerator!**)
- 3) Turn on macerator switch (located to port in forward cabin down low)
- 4) **IMPORTANT: As soon as tank is empty, turn off macerator switch and close seacock valve**

NOTE: Remember to turn OFF macerator breaker at panel and close seacocks when you’re done!

AUTOMATIC & MANUAL BILGE PUMPS

You should never have to worry about pumping the bilge. The electric bilge pump has an “automatic” and “manual” setting on the electrical panel – under normal circumstances you should be able to leave it on “automatic” and never even think about it.

Yet another great upgrade to FANCY FREE is her dripless drive shaft gland. This means that there should never be more than a small amount of water in the bilge, and what little there is mostly fresh water from rain that finds its way in through deck fittings. This, along with her fresh water flushing heads means there’s no seawater in the boat to give her that traditional ‘boaty’ smell!

The “manual” setting on the panel is not really manual – it just overrides the automatic float switch and activates the electric bilge pump. You might use this setting in the event you find water in the bilge and want to pump it drier than the auto float switch will do – or if the auto float switch malfunctions. But again, there should never be much water in the bilge to be concerned about and you most likely will never have to touch this switch. **NOTE:** If you do switch to “manual” on the panel, make sure you turn it back to “automatic” when finished since the pump will run continuously otherwise!

Emergency Manual Bilge Pump: If for whatever reason the electric bilge pump is inoperable, there is also a truly manual back up bilge pump as well. The handle is kept in the port aft propane locker for the BBQ (with a spare in the Nav desk), and the receiver for the handle is located just below on the port wall of the cockpit well. A simple up & down pumping action will prime the pump and discharge bilge water overboard.

PROPANE APPLIANCES (STOVE/OVEN/BBQ)

STOVE/OVEN: The gas stove and oven aboard FANCY FREE is a pretty standard set up. Here are the simple steps to operate them:

- 1) Open valve on propane tank in starboard aft locker
- 2) Turn ON LPG solenoid breaker on electric panel
- 3) Stove: turn burner knob to ‘light’ position, then push & hold while clicking red ignitor button on left side of stove. Alternatively, a manual lighter can be used.
- 4) Oven: Turn knob to ‘pilot’ position, then hold red button on right side of stove while manually lighting pilot light on front right of oven burner. Continue to hold red button for 5-10 seconds after pilot lights.
- 5) **IMPORTANT:** Turn OFF LP solenoid breaker on electrical panel when not in use

Stove/Oven TIP: *Light a burner on the stove top first before attempting to light oven pilot light – this will get the gas flowing through the line and make the oven lighting much easier!*

IMPORTANT: When using a large frying pan/skillet, ALWAYS use the rear burner – if you use the front burners, the pan will char/burn the wood trim around the stove!

BBQ: Again, this is pretty standard, but there are some nuances. Here are the simple steps to operate:

- 1) Open valve on propane tank in port aft locker
- 2) **IMPORTANT:** Open lid on BBQ and let it air out any trapped propane before attempting to light!
- 3) Turn valve to ‘light’ position and hold down while pushing ignitor button. Alternatively you can light the burner manually.
- 4) **IMPORTANT:** Close valve on propane tank after use & put cover on BBQ when cool

REFRIGERATOR

No special instructions other than to make sure the door and lid are completely closed/latched to preserve the temperature. The thermostat is located in the upper left corner of the refrigerator. **NOTE:** It is recommended that you set the thermostat around “4” - it can easily freeze everything in the fridge if set too high!

NOTE: You may leave the refrigerator breaker ON at the electrical panel throughout your charter, though turning it off at night is another good trick for conserving your batteries.

ELECTRONICS

FANCY FREE has been equipped with state-of-the-art electronics to enhance the navigation, safety, and convenience of operating her in all conditions.

DC breakers at the Nav Station - Before getting underway, make sure to have all of the following DC breakers at the flipped on so you have fully functional navigation electronics:

- NAV ELECTRONICS
- RADAR
- VHF
- RADIO

CHARTPLOTTER

The Raymarine e95 HybridTouch chartplotter is a powerful tool when used properly. It allows you to zoom in/out and move around the screen interface with touchscreen convenience, while allowing you to set waypoints, overlay radar, view a myriad of data, and even see the real-time effect of both current and wind on your course over ground. Alternatively, it also features traditional buttons and scroll wheel operation. **NOTE:** The touchscreen function does not work when the screen is wet (which shouldn't happen unless you're in driving rain type of conditions). In these instances, you can operate the e95 using the buttons and scroll wheel.



**** Please refer to the “Commonly Used Chart Plotter Selections” section below to quickly get you up to speed with the fundamentals of operating the e95.**

Chartplotter TIP #1: Hazards (like rocks & reefs!) disappear as you zoom out to a wide view/small scale – this is a disturbingly common cause of groundings! **IMPORTANT:** DO NOT BECOME A VERY EXPENSIVE STATISTIC! Always navigate primarily using your SJS chartbook with known hazards marked, and keep your chartplotter view zoomed in such that you have good visibility of depth and hazards (about a 2-3 nm max radius).

Chartplotter TIP #2: One of the very helpful features of the e90 are the wind (yellow) and current (blue) arrows that not only show direction of the forces but also their magnitude by their size. The net effect of these wind and current forces are represented by the difference between the **Heading** vector line and **Course Over Ground**

vector line – the more divergent the lines, the more you need to adjust your course accordingly. **Remember that the Course over Ground vector is where you will actually travel if you maintain your heading!**

Chartplotter TIP #3: The ability to set and automatically navigate to waypoints using the integrate autopilot function is a great convenience, but it can also get you in trouble if you don't remain vigilant.

IMPORTANT: ALWAYS maintain a watch on deck whenever using the autopilot function!

IMPORTANT: While you are welcome to navigate the menus on the e95, please DO NOT change any of its system settings!

Commonly Used Chart Plotter Selections:

Finding the Navigational Chart: From the Home screen (see photo above, if not at this screen, touch “Home” in the upper left corner), touch the Chart icon (upper left).

Zooming in and out: From the Chart screen, touch the “+/-” icons at the bottom of the screen or rotate the large black outer ring of the control knob at the upper right corner.

Returning the screen to the vessel's current location: Touch the “Find Vessel” icon at the upper left of the screen.

Clearing Pre-existing Waypoints, Routes and Tracks:

- From the Chart screen, touch the “Menu” icon (upper right).
- Touch “My Data” (lower right – see screen shot photo of menu options on right).
- Then select Waypoints, Routes or Tracks and delete selected or all as needed.

Chart Orientation: subject to your preference, we recommend either Heading Up or North Up.

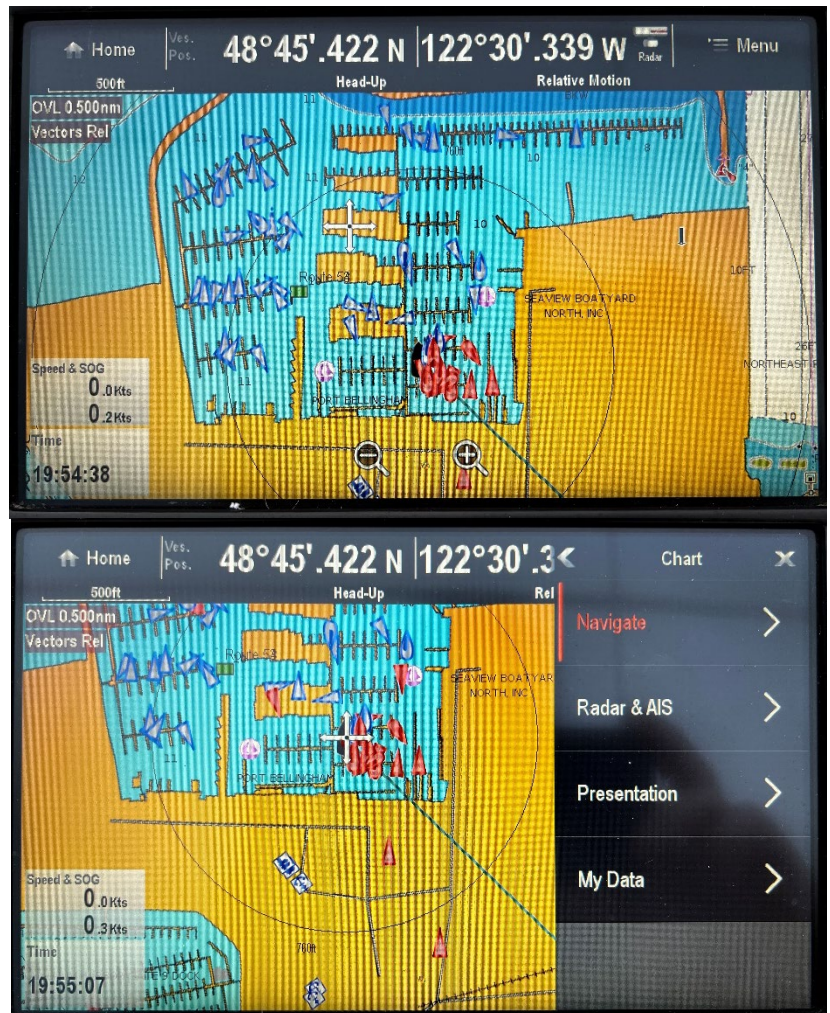
- From the Chart screen, touch the “Menu” icon (upper right).
- Touch “Presentation” (see screen shot photo of menu options on right).
- Touch “View and Motion”.
- Then select your preferred chart orientation.

Display Brightness:

- Quick press the Power button (lower right).
- Touch and slide the brightness “knob” to desired level.
- **NOTE:** If the display is left on low brightness and turned off, then it will be very difficult to see the screen when turned back on in bright daylight. You may need to cover the screen and your head to get dark enough to see the screen and re-adjust the brightness.

Course over Ground (COG) Vector/Line: Ensure the COG line is always ON.

- From the Chart screen, touch the “Menu” icon (upper right).



- Touch “Presentation” (see screen shot photo of menu options above).
- Touch “View and Motion”.

Displaying and using a Split Screen: From the Home screen, touch the “Chart/Radar” icon (lower left).

Activate radar scanner:

- Quick press the Power button (lower right).
- Then touch “Transmit”.

Radar Overlay:

- From the Chart screen, touch the “Menu” icon (upper right).
- Touch “Presentation” (see screen shot photo of menu options above).
- Touch “Overlays”.

AIS Overlay & Targets:

- From the Chart screen, touch the “Menu” icon (upper right).
- Touch “Presentation” (see screen shot photo of menu options above).
- Touch “Overlays”.

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

FANCY FREE is equipped with an Automatic Identification System (AIS) transmitter AND receiver that uses a combination of GPS and VHF technology (GPS transponder located on stern rail). This means that other vessels equipped with AIS can see FANCY FREE on their chartplotter displays, and you can likewise see vessels equipped with an AIS transmitter. **NOTE:** The AIS system is on the same breaker as the chartplotter, so it automatically boots up when the chartplotter is turned on – if you want others to “see” you, you must have this breaker on!

Vessels equipped with AIS transmitters will show up on the chartplotter as gray triangles (or flashing red if they are close by). By touching the triangle icon you can see information about the vessel such as its name, type, size, heading & speed. **NOTE:** The AIS touchscreen data window for a vessel won’t work if the chartplotter’s sidebar menu is open.

AIS is one of the greatest innovations in modern marine safety, BUT don’t rely on it to show you every vessel in poor visibility. The good news is that it is required technology aboard commercial vessels such as the ferries, tankers and tugs/barges that are common in Puget Sound, but it remains optional for recreational vessels – including other charter boats.

IMPORTANT: The AIS also provides another critical safety function in the case of a serious emergency – by pushing the red DISTRESS button on the VHF, your vessel name, registration information & precise coordinates will be automatically broadcast as a distress call. See VHF & Distress Hailing for more information.

WIND, SPEED & DEPTH

These instruments are all integrated with the chartplotter, but provide large at-a-glance data displays of this critical environment information.

Wind: Displays both direction and speed as either True or Apparent.

Speed: Displays Apparent speed through water – consult the chartplotter with integrated GPS for the more accurate Speed Over Ground reading. The difference between these represent the combined effect of wind and current.

Depth: The digital depthsounder will not give accurate readings beyond 400'. In deeper water unit sensitivity increases as the transducer tries to get some reading back. Consequently, you might receive false readings caused by currents, changes in water temperature, fish, and seaweed. **IMPORTANT:** The key to avoiding rocks is not the depthsounder, but rather knowing where you are at all times.

Rocks are the greatest navigational and safety hazard in the islands and are all clearly marked on the charts. We do not recommend using the alarm. It is likely to sound at inappropriate times such as late at night while fish are passing beneath the transducer.

SALON i70 MULTIFUNCTION DISPLAY

The great addition to FANCY FREE's suite of electronics, the Raymarine i70 Multifunction Display (MFD) provides a valuable glimpse of what's going on outside from the comfort of the salon. While you are welcome to navigate through the various screens, we have customized the Home screen with the most valuable data: wind speed, depth, course over ground, speed over ground, and GPS coordinates.

This below-deck multifunction display is helpful underway, and also can provide an added piece of mind while at anchor. Like the AIS, the i70 is on the same breaker as the chartplotter - by leaving this breaker on at anchor not only can other AIS-equipped vessels "see" you, but you can also monitor the depth, wind, speed & coordinates from the salon.

AUTOPILOT

One of the great innovations that we all now take for granted! It really could not be easier to operate – with the autopilot breaker on, simply push the red "Auto" button and it will hold your current course. Course adjustments can be made in single degree or ten degree increments without disengaging the autopilot by pushing the "+" buttons to turn to starboard, and the "-" buttons to turn to port. To turn off the autopilot and resume manual steering simply push the red "Standby" button.

NOTE: The Autopilot is safe to use with careful supervision up to a wind speed of 10-15 knots – **DO NOT USE autopilot under power or sail in winds higher than 10-15 kts!**

IMPORTANT: ALWAYS maintain a watch on deck whenever using the autopilot function!

IMPORTANT: Every person on board should be advised on how to turn off the autopilot by pushing the Standby button in the event they need to take control of the steering in an emergency situation.

RADAR

During the summer charter season there should be very little need for the radar, but it can be a tremendous aid to navigation if you find yourself caught in low visibility situations. **NOTE:** The most common low visibility situation you are likely to encounter is morning fog – in this event, stay where you are! Put on another pot of coffee and relax – it will most likely burn off by midday. Reading and interpreting radar data on the

chartplotter takes practice, so it is recommended that you become familiar with it before you find yourself needing it.

To turn on the radar, flip the breaker on the electrical panel and then on the chartplotter choose Menu > Overlay > Radar. Using the “Coastal” radar setting is most appropriate for Puget Sound.

Radar TIP: By using the radar in good visibility you can get an idea for what different targets look like, as well as learning to distinguish random ‘scatter’ from actual targets. But do not leave radar on for prolonged periods when you don’t need it, especially when under sail, as it consumes a fair bit of power.

VHF, DISTRESS HAILING & CELL PHONES

VHF RADIOS: See photos on right. Standard Horizon Intrepid+ base unit is located in the salon at the nav station. RAM mic (Model CMP23W) is plugged into the port side of the binnacle at the helm and is stored on the nav table when not in use.

- Power to the VHF’s is supplied by the “VHF RADIO” breaker switch on the DC panel at the nav station in the salon.
- **Turn on the base unit first then plug in the RAM in the cockpit.**
- **Refer to the “Commonly Used Features” section below to quickly get you up to speed with the fundamentals of operating the VHF radios.**



It is often said that the VHF radio is the single most valuable piece of safety equipment aboard any vessel – by monitoring Channel 16 (the hailing and distress channel), you are able to maintain awareness of current advisories and alerts to mariners. The VHF is also your lifeline if you need to call for help, and you maybe someone else’s lifeline if you’re able to render assistance. And of course it also allows you to contact other vessels, harbor masters (consult cruising guides), and even San Juan Sailing (channel 79 during office hours, closed Sundays).

VHF range varies with weather and terrain, but is generally reliable within a radius of about 10-15 nm in the islands. When hailing another station (vessel, harbor master, etc) on Channel 16, after establishing contact switch to working channels 68, 69, 79, or as instructed by the other party. The remote access microphone (RAM) found in the nav desk plugs into the port side of the helm pedestal and controls all radio functions of the unit mounted above the navigation station. We find this especially convenient while entering and leaving marinas or moorages.



Scan the weather channels (typically channel 7) for the one with the best reception before sailing in the morning and prior to anchoring for the evening. This is generally a light wind region but weather changes can

be sudden. Listen for the “inland waters of western Washington”, specifically “Strait of Juan de Fuca” (lies south of the San Juans), “Georgia Strait” (lies north), and “Rosario Strait” (runs through the eastern part of the San Juans).

Distress Hailing: In addition to being able to communicate with authorities and other mariners, the Standard Horizon Intrepid VHF aboard FANCY FREE also has another potentially lifesaving feature. With the chart plotter on, the VHF radio is connected to an Automatic Identification System (AIS) that records her position at all times. **IMPORTANT: In the event of a serious emergency, the first thing you should do before even issuing a MAYDAY call is to push the distress button on the VHF at the nav station (under the red cover).** This will transmit a digital distress signal, complete with vessel information and exact coordinates. After pushing this button, THEN issue your verbal MAYDAY radio transmission on channel 16 and await instructions.

Commonly Used Features

The following features are for the Base Unit VHF at the Nav Station. Most features on the cockpit RAM VHF are the same or similar. The RAM will change to match the features selected on the base unit and vice versa.

Turning On and Off the radio – Flip on the VHF RADIO breaker switch on the DC panel. The power switch on the radio is the Volume knob (upper right gray knob) – turn clockwise.

Adjusting Volume and Squelch – There are separate gray volume and squelch knobs on the right side of the radio.

Selecting a channel – Press the up/down arrows on the left side of the LCD to select channel.

Viewing and Silencing a DSC Alarm – When another boat (or the Coast Guard) activates a DSC alarm it sounds an alarm on all boats in the area. Press the up/down arrow to view the nature of the alert. To silence this alarm, press any key on the radio. **Note:** do not simply silence an alarm without understanding the nature of the emergency.



Activate DSC – Flip up the red with white text plastic DISTRESS cover and press the small red button underneath for 5 seconds.

Changing from High to Low transmit power – Toggle high/low power by pressing the “H/L” (25W/1W) button on the bottom row of the radio controls.

To quickly get to channel 16 – Short press the red 16/9 button. Long press to get channel 9.

Accessing the weather channels (WX) - Press the button “WX” on the lower left. Press the up/down arrow keys to change weather channels. Channels 4 and 7 will give marine forecasts for the San Juan Islands (Listen for “Northern Inland Waters: forecast). Press the “16/9” button to return to monitoring channel 16.

Changing between USA, CANADA & INTERNATIONAL channel groups – Press and hold the 16/9 button then short press the WX button repeatedly to change between USA, INTL and CAN. The current group is shown at the top center of the LCD. Remember to return to the USA channel grouping when returning to the U.S.

Channel Scanning - In flotillas or when keeping company with another boat, monitor a second or multiple channels. **NOTE: Scanning will always include 16/9.**

- Select the first channel you want included in your scan.
- Long press the SCAN button to save it in memory. MEM will appear in the upper left of the LCD. Long press SCAN again to remove from memory.

- Repeat above two steps to add additional channels to the scan memory.
- Short press SCAN to start scanning. Short press SCAN again to stop scanning.

Cell Phones: Cell signal coverage in the islands is good and getting better all the time (varies by carrier, of course), and phones have become an increasingly reliable safety and convenience tool to have aboard. **NOTE:** In the northern and western regions of the US San Juan Islands (eg Sucia & Stewart Islands and the west coast of San Juan Island) you will likely pick up Canadian carrier signal so be wary of roaming charges that may apply!

The cruising guides aboard FANCY FREE contain the phone numbers of marinas and service providers throughout the islands. You can reach the San Juan Sailing office at (360) 671-4300 or refer to section 4 in the Charter Guest Reference Manual for other emergency contact information.

NOTE: Cell phones may be charged using any of the electrical outlets aboard FANCY FREE or by using the 12v USB port at the electrical panel. Please do not remove this USB adapter plug from its socket. There is also a 12v receptacle for a car-type charger in the forward cabin to port down low near the cabin sole NOTE: This forward receptacle requires the macerator breaker to be turned on at the panel since they are on the same circuit. To conserve battery charge, we recommend that you unplug charging cables when not in use, as they continue to draw power!

RADIO/CD, TV & DVD

Radio/CD: With the Stereo breaker on, operation of the marine radio and CD player is pretty straightforward. Common adjustments include the fader control that allows you to balance the volume between the cockpit and salon speakers. To access the CD slot the cover needs to be opened.

TV & DVD: A 24" flat panel TV and DVD player is located in the locker above the Navigation Station. While there is a small collection of DVDs on board, please plan ahead and bring with you any DVDs you'd like to watch. The TV is on an articulating arm that can be adjusted for your viewing pleasure after removing the retaining strap. The remote controls are located next to the DVD player (behind the TV) or in the Nav desk - please return them to where you found them when you're done. Please secure the TV with the retainer strap before getting underway.

BOW CAMERA

Another exciting upgrade is the addition of a mast-mounted Raymarine camera that is networked to the chartplotter. These 'eyes forward' greatly enhances the forward view from the helm when maneuvering in tight quarters or in limited visibility conditions. Simply choose the "210IP" camera from the chartplotter menu to display the feed.

PRE-DEPARTURE CHECKLIST

AFTER gear and provisions are properly stowed and secured:

- 1) ENGINE CHECK: While we do ask that you look inside the engine compartment each morning before you start the engine, we do not expect charter guests to physically check the engine oil on a daily basis unless there is reason to believe that it may be low (excess engine smoking, obvious leaks, etc). The engine room light switch is beside the companionway stairs and will give you a much better view of the engine for a visual inspection. Here's what to look for:
 - ✓ Visually inspect for leaks and drips (oil, coolant, water) on or under engine. Evidence of anything more than small fluid leaks should be reported immediately to SJS. **IMPORTANT:** Do not add oil unless you have been authorized to do so by SJS. Extra DELO 15-40 oil is stored in the engine room at front of the engine.
 - ✓ Visually look for loose or cracked hoses/belts/clamps, as well as loose or corroded wiring, etc.
 - ✓ Visually check coolant level in expansion tank located on the port side of engine room bulkhead. **IMPORTANT:** NEVER open radiator cap if engine is hot, and never add coolant unless authorized to do so by SJS.
 - ✓ Using a flashlight, visually inspect sea strainer (under inboard cushion of aft port cabin). Confirm that the thru-hull seacock below the strainer is **OPEN** and strainer is free of eelgrass, etc. **NOTE:** If the engine overheats, this is very likely the culprit! Before clearing the strainer, close the seacock, then remove the top of the strainer by turning it counterclockwise. Extract the stainless steel filter element. Remove the eelgrass. Open the seacock momentarily to assure that it is not clogged. Close the seacock again and carefully reinsert the stainless steel filter element into the strainer. Replace the lid and tighten by turning it clockwise until the lid is seated on the rubber gasket. Reopen the seacock. If upon restarting the engine overheats again, check that you remembered to reopen the seacock. If it is open, check the seal between the strainer and its lid. If the strainer is drawing air, it won't draw water. You might need to shut the engine down, close the seacock, and open and retighten the lid on the strainer.
 - ✓ **IMPORTANT:** Make sure the latches are secured on the companionway steps after closing the engine compartment, as the steps will fold forward if someone steps on them without the latches engaged.
- 2) DISCONNECT Shore Power (if applicable): AC main breaker OFF at nav station, disconnect shore power cord and stow in aft port cockpit locker.
- 3) START ENGINE (see section below)

- 4) TURN ON necessary instruments at main electric panel (chartplotter, autopilot, VHF, radar). **NOTE:** Wind, Speed & Depth instruments turn on with chartplotter. **NOTE:** The engine hour meter is on the pedestal under the helm.

STARTING ENGINE (see also helm placard)

- 1) INSERT KEY in ignition and turn aft one position
- 2) TURN ON BLOWER for at least one minutes if temperature is above ~70 deg F. **NOTE:** In hot weather (above ~80 deg F), please leave blower on continuously while engine is running to prevent engine room from overheating.
- 3) GEARSHIFT IN NEUTRAL: Make sure gearshift is aligned with yellow tape
- 4) PUSH BLACK START BUTTON: Release as soon as engine starts
- 5) INCREASE RPM'S TO ~1000: Depress Neutral Safety Switch (black button) at base of gearshift and push throttle forward to ~1000 rpm.
- 6) WARM UP ENGINE: Idle engine at ~1000 rpm for ~5 minutes before engaging transmission.
- 7) BACK TO NEUTRAL: Bring gearshift back to neutral and pause before engaging in forward or reverse. **IMPORTANT:** Always pause in neutral for 1-2 seconds!

STOPPING THE ENGINE (see also helm placard)

- 1) COOL DOWN the engine at low idle for ~5 minutes (not necessary if arriving in marina)
- 2) PUSH AND HOLD RED/BROWN STOP BUTTON to kill engine
- 3) TURN KEY FORWARD TO OFF POSITION: Remove key if leaving vessel unattended!
- 4) TURN OFF BLOWER if left on during engine operation (above ~80 deg F)

MOTORING CHARACTERISTICS

FANCY FREE's 56 hp Yanmar coupled with her feathering MaxProp provides the vessel with excellent acceleration and speed under power, and her hull design and large rudder allows her to turn on a dime. Her cruising rpm range is between 2000-2800 rpm, with maximum speed and fuel efficiency found at around 2600-2700 rpm. Under normal conditions, this should translate to a boat speed of 7–7.5 knots and a fuel burn of 1.5-2 gallons/hr. **IMPORTANT:** Do not exceed 2800 rpm!

Slow Speed Maneuvering: As with any vessel, the trick to maneuvering FANCY FREE at low speed is to maintain just enough headway to have good water flow across the rudder. In tight quarters such as a marina, this often means bumping her in and out of gear to get just the right approach speed for docking or maneuvering. In windy conditions in close quarters, put your stern toward the wind to hold position and maintain control. **IMPORTANT:** If you must shift quickly between forward and reverse gear, remember to always pause for 1-2 seconds in neutral in between. Failure to do this can destroy the transmission!

Backing in Reverse/Port Prop Walk: Like all single right-handed prop vessels, FANCY FREE 'walks' to port in reverse, and in her case it is quite pronounced! With a little forethought, this can work to your advantage when backing out of a slip into a fairway or simply getting away from a dock where wind or current may otherwise make it difficult in tight quarters.

Prop Walk TIPS: To maximize the port prop walk effect in order to swing the stern to port quickly in reverse, simply put the wheel hard over to port as you back up. To minimize the port prop walk effect, put the wheel hard over to starboard while backing. Your stern will still walk to port, but not nearly as much. **NOTE:** In either case, make sure you bring the wheel back to center as you shift into forward gear (remembering to pause in neutral!). Due to her port prop walk, it is always better to turn FANCY FREE **clockwise** in close quarters using the 'back & fill' method. Remember, the **bow thruster** can also be utilized to counteract or complement the prop walk as needed.

ANCHORING

Most charter guests (and boat owners too!) like the security and comfort of tying to a mooring or a dock, but some of the best places to explore away from the crowds have neither and anchoring is your only option. Besides, being comfortable with your ability to properly secure your anchor is a basic seamanship skill and dramatically increases your options in the event you have to hole up somewhere unexpectedly. Consult the cruising guides aboard FANCY FREE for holding ground characteristics of specific anchorages.

FANCY FREE is equipped with two anchors, a primary 45 lb Delta Quick Set with an oversize swivel and 275 feet of all chain rode (5/16" HT) on the bow roller, and a spare 28 lb Danforth stowed in the starboard side of the anchor locker (spare rode for this anchor is located in port aft lazarette). Properly set, the 45 lb Delta holds fast and is well suited for the islands.

Anchoring TIP: *The rule of thumb for scope in the islands with an all-chain rode is approx. 4:1 - in other words, about 4x times as much chain as the highest water depth during your stay + the distance from the water to the bow roller. For example, if you anchor in 20 ft of water at low or mid-tide but you expect it to rise to a 25 ft depth at high tide during your stay, you would want to put out $(25+5) \times 4 = \sim 120$ ft of chain, erring on the higher side in stronger wind and sea conditions. (*5 ft is a good number to use for the water-to bow roller factor).*

DRAFT WARNING: Fancy Free has a draft of 7 feet. Triple check how much water you will have at low tide during your stay! To be safe, you will need a minimum of 8 ft at low water, meaning that anchorages like Fossil Bay and Shallow Bay at Sucia are off limits at 0 or minus tides, and can be risky even with tides as low as +1-2 ft during your stay.

IMPORTANT: No matter how well you feel your anchor is set, always remain vigilant to signs that it may have broken loose, especially if the wind picks up significantly or changes direction.

Anchor Chain Markings

A ~2 ft length of yellow polypropylene line woven into the chain at 25 ft increments, with two lengths at ~100 & 200 ft. These markings are at 25, 50, 75, 100 (2), 125, 150, 175, 200 (2), 225 & 250 feet. There is a placard mounted on the underside of the anchor locker lid noting these markings as well.

Deploying the Anchor

- 1) PICK YOUR SPOT: The San Juan Islands are generally known as having good holding ground conditions for anchoring. The abundance of coves and bays throughout the islands means you can always find good sheltered anchorage if you give yourself enough time before it gets dark. Here are the factors to consider:
 - A minimum depth of 10 feet at the lowest tide during your stay
 - A maximum depth of about 30 feet at the highest tide during your stay
 - Sheltered from current and forecasted wind and sea conditions
 - At least four boat lengths of room (~170 ft) from other boats and hazards
- 2) PLAN: Captain & Crew must discuss approach, strategy and hand signals before entering the anchorage. Furl sails and tidy lines, cockpit, and deck for safe movement around the vessel.
- 3) TWO PERSON OPERATION: Captain drives the boat, Crew on bow to deploy the anchor.
- 4) PREPARATION:
 - Turn on anchor windlass breaker near cabin sole outside forward cabin door in main salon **IMPORTANT:** Engine must be running at all times while operating anchor windlass
 - Open and secure bow anchor locker hatch to lifeline with keeper line
 - Disconnect snubber line from anchor chain (if attached)
 - Ensure anchor chain is wrapped on teeth of windlass and be familiar with chain markings as noted under locker lid
 - Manually push anchor forward 6-8" from its stored position so that it will deploy by gravity as chain is released
 - Stand by for Captain's orders
- 5) SETTING THE ANCHOR:
 - Captain positions vessel where he/she desires to set the anchor and brings boat to a full stop

- Captain communicates the depth and desired amount of chain to be released (~4:1 scope) and signals bow crew to drop the anchor using the windlass
 - Using the DOWN button on windlass, Crew releases anchor and signals Captain when anchor has hit bottom
 - Captain SLOWLY backs down in reverse from anchor as crew releases chain using windlass **NOTE:** If there is sufficient wind and/or current, backing down under power may not be necessary at this stage
 - Crew signals when chain is at desired length and stops windlass
 - Captain continues to back down slowly in reverse to set anchor
 - Once anchor appears to be holding, Captain increases reverse rpms to ~1200 rpms for ~30 seconds to confirm anchor hold
- 6) FINAL STEPS:
- Crew attaches snubber line to anchor chain to prevent more chain from being accidentally deployed and bumps DOWN button to relieve strain on windlass
 - Crew closes anchor locker hatch and turns off windlass breaker in salon
 - Captain turns off engine and thanks crew for a job well done!

Retrieving the Anchor

- 1) PLAN: Captain & Crew must discuss retrieval strategy and hand signals before beginning operation.
- 2) TWO PERSON OPERATION: Captain drives the boat, Crew on bow to retrieve the anchor.
- 3) PREPARATION:
 - Turn on anchor windlass breaker near cabin sole outside forward cabin door in main salon **IMPORTANT: Engine must be running at all times while operating anchor windlass**
 - Open and secure bow anchor locker hatch to lifeline with keeper line
 - Disconnect snubber line from anchor chain (if attached)
 - Ensure anchor chain is wrapped on gypsy teeth of windlass and be familiar with chain markings as noted under locker lid
 - Stand by for Captain's orders
- 4) RETRIEVING THE ANCHOR:
 - After starting and warming up engine, Captain signals Crew to begin bringing the anchor chain in using the UP button on the windlass
 - Captain puts vessel in forward gear at idle speed and follows Crew signals to slow down or stop as needed as chain is pulled in, with the goal of putting as little strain on the windlass as possible. In other words, drive the boat toward the anchor rather than pulling it there by the windlass

- Crew watches for the anchor to break the surface of the water, stops the windlass just before it does, and signals the Captain to stop the vessel. If the anchor is caked with mud, this is a good time to manually grab the chain and dunk it a few times to wash it off
- Crew SLOWLY retrieves the remainder of the anchor chain using the windlass, stowing the anchor in its cradle **IMPORTANT: Raising the anchor out of the water too fast can cause it to swing into the bow of the boat!**

5) FINAL STEPS:

- Crew attaches snubber line to anchor chain to prevent chain from being accidentally deployed
- Crew closes anchor locker hatch and turns off windlass breaker in salon
- Captain maneuvers out of anchorage and thanks Crew for a job well done!

MOORING

One of the great things that make cruising in the San Juan Islands such a convenient pleasure are the abundant mooring balls provided by Washington State Parks. It is extremely comforting to know you are secured to a fixed mooring and don't have to even think about the possibility of dragging your anchor. Even better, we have purchased an annual pass so that they are available to you free of charge! **NOTE:** Even though there is no fee due, you are still asked to check in/register when using a state mooring.

Catching and properly tying off to a mooring is a team effort that takes practice to perfect – it can be nerve racking to do this with other boats watching your every move! Read these procedures carefully, talk it through, take your time, and don't be afraid to abandon an attempt and come around for another try.

Mooring TIP: Always tie off to a mooring with TWO bow lines as described below – one is your primary line, and the other is really cheap and effective insurance!

Securing a Mooring

- 1) PLAN: Captain & Crew must discuss approach & strategy before entering the anchorage. All involved should read and discuss the below procedures before entering the anchorage. Furl sails and tidy lines, cockpit and deck for safe and unobstructed movement around the vessel.
- 2) TWO (OR THREE) PERSON OPERATION: Captain drives the boat, Crew (life jacket recommended) midships to catch the mooring ball ring with boat hook or by hand (see below). A second crew member to assist is recommended if available.
- 3) PICK YOUR MOORING: As you enter an anchorage with moorings, choose your mooring based on depth, wind & sea conditions. **IMPORTANT: Some close-to-shore moorings are**

intended for shallow draft power boats and at low tide may have less than FANCY FREE's 7 ft draft – be extremely careful! Echo Bay, Fossil Bay & Shallow Bay at Sucia are prime examples.

- 4) APPROACH: Captain must be aware of the wind and current as you approach target mooring facing INTO whichever force is greater - and agree with Crew which side you will come alongside the mooring.
- 6) PREPARATION:
 - Open midship gate in lifelines on agreed side of vessel and standby with boat hook and bitter end of primary bow line (longer of two bow lines - loop end secured to bow cleat on same side as approach). Also have the secondary bow line close at hand at the bow and not attached to the boat. **IMPORTANT:** Make sure primary bow line is fed under lifelines from bow cleat before you catch mooring.
 - As Captain SLOWLY approaches the mooring and positions it at midship (accounting for wind & current drift), Crew hooks ring with boat hook or loops it by hand. Captain shifts to neutral and goes to assist Crew if conditions allow and a second crew member is unavailable. **NOTE: ON the newer 'barrel-style' moorings you may be able to reach the ring by hand lying on the side deck with the gate open** (I personally find this easier than using the boat hook).
 - Crew inserts primary bow line through the ring on mooring ball and then loops it through a second time. **NOTE:** Some of the mooring ball rings pull up more easily than others – it is far easier to do this with a helper, either a second crew member or the Captain if he/she can leave the helm. **NOTE:** If you choose the lay-down approach, it may not be necessary to pull the ring up at all.
 - Crew then walks forward with the bitter end of the primary bow line, pulling it in snug as they go. At the bow, crew pulls ring as close as possible to boat and temporarily ties off primary bow line to same cleat as its loop end to hold ring within reach (Captain maneuvers boat to make this as easy as possible).
 - Crew secures the second bow line to the mooring ball ring with a simple 'cowboy hitch' slip knot by inserting the loop end through the ring and then pulling the bitter end through the loop. **NOTE:** Again, this is most easily achieved by laying down on the foredeck and reaching the ring under the lifelines, if possible. Keep the bitter end loose for now on the bow.
 - Crew lets out the primary bow line and secures it to the opposite bow cleat to create a "V" harness of about 6-8 ft **NOTE:** Make sure the primary bow line is fed under the lifelines and forward of the anchor before securing to opposite bow cleat (again, under the lifelines). Once the "V" harness has equalized in length at

6-8 ft, the secondary mooring line is tied off slack to either bow cleat – this one is just your back up insurance in case the primary fails for any reason!

Casting Off a Mooring

- 1) PLAN: Captain & Crew must discuss cast off procedure in advance – read these procedures carefully and discuss your plan.
- 2) TWO (OR THREE!) PERSON OPERATION: Captain drives the boat, Crew (life jacket recommended) on bow with boat hook to cast off mooring lines. A second crew member to assist is recommended if available.
- 3) PREPARATION:
 - After starting and warming up engine, Captain eases the boat toward the mooring and signals Crew on bow to cast off bow lines.
 - Using the boat hook, Crew hooks the loop end of the secondary bow line on mooring ball ring and pulls up to deck level while letting out the bitter end (a second set of hands is extremely helpful for this).
 - Crew unties the bitter end of the primary bow line “V” harness and pulls it through the mooring ring from the other side.
- 4) FINAL STEPS
 - Re-attach secondary bow line by inserting loop end through and over cleat.
 - **IMPORTANT:** Bow lines must be coiled and hung on lifelines before getting underway. If they are left on deck they can slip overboard and potentially get tangled in the propeller!
 - Captain maneuvers out of anchorage and thanks Crew for a job well done!

DOCKING

The islands are rich with lively picturesque communities and historic resorts, each with a character all their own. While you can often anchor or get a mooring at these special places, it's a treat to tie up to a dock and come and go from your boat as you please without a dinghy. Docking skills of course are also necessary for fueling, taking on water, pumping out, and eventually bringing FANCY FREE home to her slip at the end of your charter!

Other than complacency and inattention underway, docking is probably the highest risk activity that may cause injury or damage to FANCY FREE or other property. It's tricky to maneuver a big boat around at low speeds in tight quarters – add gusty breezes and things can get very interesting and a bit stressful! This is not meant to scare you, just to bring attention to how important it is to be prepared and set up for success. **TIP: Always put your stern toward the wind in close quarters in order to hold your position and maintain control. If you must maneuver bow-to-wind in close**

quarters or while docking make sure the bow thruster is ON and ready to assist in controlling the bow.

Docking TIP: Call ahead by cell or VHF (listed in cruising guides on board) to the resort or harbormaster to get an idea of availability and instructions on where to go. Often they can even tell you the actual slip and whether it will be a starboard or port tie so you can get your fenders positioned in advance. Calling within an hour of your arrival will give you a better chance of getting specific slip availability – and maybe even some helping dock hands to greet you! The cruising guides also have marina maps which are very helpful in planning your approach.

- 1) PLAN: Captain & Crew must discuss approach & strategy before entering the marina.
Furl sails and tidy lines, cockpit, and deck for safe movement around the vessel. Call harbormaster for availability & instructions and consult cruising guide marina map.
- 2) TWO (OR THREE) PERSON OPERATION: Captain drives the boat, Crew (life jacket recommended) at midships. A second crew member on the bow is recommended if available.
- 3) APPROACH: Captain must be aware of the wind, current, and other vessel traffic as you enter marina. Proceed SLOWLY and cautiously, giving wide berth to fixed hazards and watching channel markers and depth.
- 7) PREPARATION:
 - Well in advance the Crew prepares bow, stern and spring lines on the dock side of vessel by making sure they are fed under lifelines/railing from cleats and then brought over the lifelines/railing to lay on deck, ready to be thrown/handed to dock hands.
 - Position fenders along middle ~20 ft of vessel (~10 ft either side of midship) on dock side.
 - Open midship gate in lifelines on dock side of vessel and have Crew standby with midship spring line in hand. If a second crew member is available, they should be on the bow in position to throw the bow line.
 - As Captain SLOWLY approaches the slip, midship Crew hops onto dock when safe to do so, or throws spring line to dock helper – then runs forward to either catch or throw bow line (depending on if there is a dock helper). NOTE: Which spring line is secured first is determined by wind/current – which line will snub the forward movement of the boat, forward or aft spring line? In a crow wind pushing you off the dock a stern line is often the best line to secure first so the the boat can be driven/pivoted forward to bring the bow in to the dock.
 - Captain shifts to neutral and goes to assist with bow and stern lines if conditions allow and a second crew member is unavailable.
 - Once secure, bow, stern & spring lines can be adjusted for optimal positioning.

- **IMPORTANT:** If connecting to shore power, make sure the AC power breaker is OFF at the boat's electrical panel until the cord is plugged in on both ends

NOTE: Every docking situation is different, so there isn't one 'right' way to approach it other than to be prepared & informed, go SLOW (1-2 kts), use the bow thruster sparingly, and use all the helping hands at your disposal!

Final Approach TIP #1: If you have the luxury of a second (or third) crew member who can be on deck with a hand-held "Rover" fender in close quarter maneuvering situations it can really save the day (and other boats too!). **IMPORTANT:** Advise all crew to NEVER attempt to stop from hitting another boat or fixed object using their hands or body - always use either a boat hook or the hand-held Rover fender instead!

Final Approach TIP #2: Even idle speed in forward gear is too fast for most final approaches in tight quarters. Gliding into a slip in neutral with just enough speed to steer puts you in a position of being able to rev the engine in reverse and stop your forward momentum at just the right time.

FUELING

Unless you have chartered FANCY FREE for more than one week you will likely only have to fuel her once at the end of your charter. The most convenient place to do this is at the Squalicum Harbor fuel dock upon your return, but if you plan to do this it is advisable to get there as early as possible Friday morning as it gets very busy with long waits by mid-late morning. Some people even plan to arrive Thursday evening to beat the return rush and spend their final night aboard at the dock.

Fueling TIP: FANCY FREE has a 46 gallon diesel fuel tank and uses about 1.5 gallons of diesel per hour cruising at ~2650 rpm. The heating system uses an additional ~.5 gallons per hour when it is in operation. Most charter guests use around 20-25 gallons of diesel per week. **NOTE:** The fuel gauge will read ~7/8 tank when in fact the tank is full, but will stay there a long while. If the gauge ever reads less than 1/2 tank, it's time to take on fuel – by the time it reads 1/4 tank you've only got about 5 gallons left!

Fueling Procedure: The fueling deck fitting is located on the starboard aft side deck. Once secure to the fuel dock and the engine is turned off, a fueling attendant should confirm with you that you require diesel (they do this for their own liability protection). They will then hand you the nozzle and an oil absorbent pad. After confirming that it is fact the diesel hose and not gas, insert the nozzle into the deck fitting and wrap the pad around the hole to catch any back splash.

After filling, use the pad to clean up any excess on the deck and then wrap it around the nozzle and hand it back to the attendant before paying your tab. **IMPORTANT:** Always fuel manually - DO NOT

lock the handle! It only takes a few minutes and it can make a HUGE mess if it doesn't shut off properly or pops out if unattended. Also be careful not to slip – even small drips of diesel on the deck can make footing treacherous!

BOW THRUSTER

This upgrade can be your best friend when maneuvering in tight quarters – **but only if you are familiar with its operation before you need to use it!** It is extremely powerful and only requires light bumps of the joystick controller to move the bow around quickly. Hold both of the power buttons on the controller to turn on the thruster, then gingerly and carefully **move the joystick in the direction you want to turn the bow.** It is particularly useful in holding the bow against a dock while a crewmember is stepping off to secure the mooring lines. Please remember to turn off the unit when not in use!

SAILS, RIGGING & ELECTRIC WINCHES

Another favorite upgrade feature of FANCY FREE is her Shaefer boom furling system. Coupled with the electric cabin-top winch, this is the ultimate furling system! It allows for a fully battened main, and keeps the center of gravity low when the sails are furled - just where you want it to be. As this boom-furling setup is quite unique, a complete review will be included in your San Juan Sailing orientation prior to departure. There are two manual winch handles aboard – one in a cockpit cubby under the side deck, and another in the nav desk)

FANCY FREE's 135% genoa/jib has Shaefer roller furling, with good sail shape at the full out position through to a storm jib position with the clew forward of the mast.

IMPORTANT: The electric winches on FANCY FREE are extremely powerful! You MUST ALWAYS pay close attention when using them. In particular, always watch the slack line counterpart to whatever line you're working (main halyard/boom furler, starboard/port jib sheets, etc) with to ensure it is free to pull smoothly. In the unlikely event that the circuit breakers for the electric winches trip, they are located in the port aft stateroom, under the berth (lift out the 2'x2' center section) on the starboard side opposite the battery switches.

To Raise the Mainsail: Active line = Halyard, Slack Line = Boom Furler
(To be done in open water away from other vessel traffic and hazards)

Raising the main should be done very cautiously using the electric cabin top winch until head of sail is above the second spreader - from that point the hoist should be completed manually using a winch handle or with extremely close attention if using the electric winch.

IMPORTANT: Accidental over-hoisting using the powerful electric winch can easily rip the mainsail off

of the boom spindle! There is a lot to keep an eye on at the same time – take it slow and communicate!

Hoisting the mainsail is a two person operation – the Captain at the electric cabintop winch handling the Halyard & Boom Furling lines, and a Crew member standing at the mast to supervise the feeding of the sail into the sail track and to immediately alert the Captain to stop or slow down if there are any problems.

Captain’s Preparation & Responsibilities: Only proceeds as directed by Crew at mast. Make sure blue boom furling line is free & clear (with brake released) to run out as halyard is raised. **IMPORTANT:** For best view and communication with crew, open the center dodger window and position yourself on the top step of the companionway ladder.

Crew Preparation & Responsibilities: Stand in a braced position against the upwind side of the mast. Duties are to signal the captain when to start/stop the hoist, ensuring proper feed of the sail’s luff rope into the external sail track on the mast. **IMPORTANT:** If attached, remove halyard “slap preventer” (carabiner on a bungee cord) from halyard and clip to eye on underside of boom for storage (location labelled on starboard side of boom at mainsheet block).

- 1) CAPTAIN: Under power, engage the autopilot at slow speed and maintain a course close-ish to the wind (~close reach heading is best) with the mainsheet somewhat slackened to a position where the sail will have minimal power – luffing, but not wildly.
- 2) CAPTAIN: Wrap main halyard (blue) onto electric cabin top winch and release brake on boom furling line (blue/yellow). Ensure that furling line is free and clear.
- 3) CREW: Confirm the sail guide and luff tape at the head of the sail is inserted fully into the external sail track on the mast. Signal Captain to begin the hoist.
- 4) CAPTAIN: Tap the electric winch to make sure nothing is binding - always do this regardless of what lines you’re working with - you can cause a lot of damage very quickly with these powerful winches!
- 5) CAPTAIN: Watch the furling line carefully - it should be going out at the same rate the halyard is going up! Also, make sure it doesn’t get caught up on the winch with the halyard
- 6) CAPTAIN: Slow down as you see the battens exit the boom and ensure they enter the sail track without binding. CREW: Signal Captain to stop if any binding or mis-feeding occurs.
- 7) CAPTAIN: After the head of the sail reaches the top spreader, it is recommended finish off the hoist using the manual winch handle just to be safe - the electric winch is powerful enough to rip the sail off the boom spindle! **NOTE:** there are still 6-8 inches of the external sail track visible above the head of the sail when it is fully hoisted.

- 8) CAPTAIN: Secure the boom furler brake and tide all lines.
- 9) CAPTAIN: Put transmission in neutral, stop the engine & turn off key. Enjoy the quiet!

Reefing the Mainsail: Active line = Boom Furler, Slack Line = Halyard

(Required in winds above ~18 knots)

Reefing the mainsail is a two person operation – the Captain at the electric cabintop winch handling the Halyard & Boom Furling lines, and a Crew member standing at the mast to supervise the exit of the sail from the sail track and to immediately alert the Captain to stop or slow down if there are any problems.

Captain's Preparation & Responsibilities: Only proceeds as directed by Crew at mast. Make sure halyard is free & clear (with brake released, but tension maintained) to run out as boom furler rolls up sail in boom. **IMPORTANT:** For best view position yourself on the top step of the companionway ladder.

Crew Preparation & Responsibilities: Stand in a braced position against the upwind side of the mast. Duties are to signal the captain when to start/stop the reef, ensuring proper exit of the sail's luff rope from the external sail track on the mast.

- 1) CAPTAIN: Maintain a course close to the wind (we've found a close reach works best) and slacken the mainsheet until the sail is luffing a bit and has lost most of its power. Set the autopilot.
- 2) CAPTAIN: Wrap the boom furling line (blue/yellow) on the electric cabin top winch and ensure that halyard is free and clear.
- 3) CREW: Signal Captain to begin reefing, keeping a close eye for problems as sail exits the external sail track on the mast.
- 4) CAPTAIN: Release the main halyard - but keep some tension on it so it does not drop! In higher winds, gloves are good for this job - or snub it around the starboard primary jib winch for purchase and let it out in pace with the boom furling line. NOTE: Do NOT hold excessive tension on halyard – just enough to keep a snug roll on the sail as it is furled into boom.
- 5) CAPTAIN: Tap the electric winch button to reef as desired with furling line. Slow down and pay close attention as the battens are exiting the mast track - this is where it is most likely to bind momentarily. **IMPORTANT: Always reef to a position where the individual battens are either fully wrapped inside the boom or at least 12" above it.**
- 6) CAPTAIN: Secure the main halyard brake and tidy all lines.

Stowing the Mainsail: Follow the same procedure as for reefing, but stop rolling the sail into the boom when the head of the sail is ~1 foot above the boom and still in the external sail track. **NOTE:** To keep from having to listen to the halyard slap against the mast all night, clip the “slap preventer” (carabiner on a bungee cord) found on underside of boom to the halyard to hold it away from the mast. Increase halyard tension as necessary for desired result.

Headsail: FANCY FREE’s 135% genoa/jib has roller furling, with good sail shape at the full out position through to a storm jib position with the clew forward of the mast.

Headsail Furling/Unfurling Tip #1: *Before furling the headsail (using furling line) or unfurling (using a jib sheet), make absolutely certain that the outboard jib sheet and furling line brakes are disengaged and that the furling line and jib sheets are free and clear!* **IMPORTANT:** Do not use electric winch to furl headsail – use manual winch handle to prevent damage!

Headsail Furling/Unfurling Tip #2: When allowing the headsail to unfurl, please hold a small amount of pressure on the furling line to ensure that the furling line coils properly around the drum. When furling the headsail, hold a small amount a pressure on the sheet to ensure that the sail rolls snugly on the forestay.

Sailing & Handling Characteristics: FANCY FREE is a delight to sail. Her sail plan was designed for single or short -handed sailing. Under power, she backs to port. However, once she has sternway, FANCY FREE is easily steered with small rudder changes. Her perfect breeze is 15-20 knots with heel at 15-20 degrees. Full sail can be carried in winds up to 20 knots. If you reach the edge of your comfort envelope sooner, it’s easy to shorten your sail as described above. Remember to close the sink seacocks if you’re sailing in heavy weather and the boat is heeled heavily.

Downwind Sailing. Be careful not to let the mainsail out so far as to rub against the top spreader, as this can wear a hole in the sail (note the patch!). Also be careful when bringing the jib over to sail wing & wing, as this is when it may hang up on the radar dome and require manual assistance on the foredeck.

DINGHY & OUTBOARD

The dinghy weighs 110 lbs. and can hold 1180 lbs of payload. A manual foot inflator, repair kit & sponge are located in the dinghy bow locker. Towing works best when the dinghy is brought as close to the boat as possible when vessel is not underway. This lifts the bow and tows the dinghy about three feet astern when underway, thereby reducing drag, and lessening the chance of wrapping the painter (dinghy bow line) around the propeller.

Tie the painter off TWICE - once at the designated dinghy tow cleat under the starboard aft stern rail, then the bitter end to the starboard stern side cleat or a rail. We've recovered dinghies "lost at sea" by others who relied on a single cleat hitch!

Please take special care when beaching the dinghy. Most of the beaches you will land at are strewn with barnacle covered, bottom slicing rocks. When approaching the shore, weight the dinghy aft by leaning or moving toward the back of the dinghy. Then offload everyone over the bow. Lift the dinghy above barnacle height using the hand lines on either side, and deposit it gently on the beach. Remember to secure the painter under a rock or to a log—especially in the case of a rising tide.

Dinghy motor. The Honda 2.3 hp outboard is very reliable, but has some quirks you may not be familiar with - for example, there is no neutral or reverse gear! The only gear is "forward" - idling is essentially neutral, while turning the engine 180 degrees and flipping the control handle over gives you "reverse". To start the engine:

- 1) Make sure it has gas & turn the vent on the gas cap to "open" (NOTE: San Juan Sailing has recently determined that better venting is achieved if you position the vent halfway between "open" and "closed" – sounds odd, but apparently is a quirk of these motors)
- 2) Slide the fuel lever on the left side of engine to the "on" position (toward the back of engine)
- 3) Pull out choke, adjust throttle to about half and pull start cord - engine should start on first few pulls.
- 4) Leave choke on for a minute or so, then push in.

NOTE: The dinghy motor should always be removed from the dinghy and secured on the stern rail bracket when underway – bouncing around on the dinghy transom can cause serious damage! **IMPORTANT:** Always close the fuel vent on the fill cap and turn off fuel supply lever on left side of engine for transport.

DODGER/BIMINI, COCKPIT CUSHIONS, STORAGE, SETTEE CONVERSION, ETC.

Dodger/Bimini: There's not much to say about the dodger & bimini, except they represent a huge investment and need to be treated with care. **IMPORTANT:** Only use fresh water to rinse off the dodger windows, using either a hose or a bucket (no direct contact with anything but water!). Even wiping them with a cloth or sponge can scratch them due to dried salt crystals. Sunscreen is notorious for destroying dodger windows – please do not lean against them or spray sunscreen on the foredeck!

Cockpit Cushions: FANCY FREE’s closed-cell cockpit cushions are great in that they make the seating very comfortable and do not retain water – in fact, they can be thrown as an emergency flotation aid if the need arose. It is unavoidable to step on them getting in and out of the cockpit, but please use as much care as you can to treat them gently and keep sharp objects at a safe distance – they are very expensive! If you would rather not worry about them, SJS is happy to store them at no charge during your charter.

Storage: There is ample storage aboard FANCY FREE, you just have to know where it is! The location of emergency equipment and other items that live aboard the boat are discussed in the next sections – this section is all about where you can put all of YOUR stuff. **NOTE:** It is highly recommended that you store your suitcases/duffel bags ashore after you unpack your belongings for maximum room aboard!

Galley Dry Goods: The most accessible storage area for dry goods is in the shelf area behind the galley counter and stovetop and on the shelf above the stove – don’t be shy, you can stuff a lot in there if you really try! The best strategy is to put a mix of everything you think you’ll want in this area, and then store the back-up provisions elsewhere.

Back-up Provisions & Other Stuff: In addition to a little bit of drawer/cupboard space in the galley and under the midship settee bench (mostly filled with bowls, pans & galley tools), favorite “elsewhere” dry goods storage areas include the tops of the closets in all three cabins (great for cases/gallons of drinking water, soda, etc), in the cubby under the port aft bunk, in the forward compartment at the head of the bed. **NOTE:** This is also where the lesser used large pots are stored (think crab cooking!). I also recommend dedicating one of the large drawers under the forward bunk to dry goods as needed, and the bottoms of the closets are useful too. The cubby behind the TV is another good place for misc small items, but it’s easy to forget things in there, so be careful! There is also storage under the settee cushions, but it is not convenient to access and is suggested only as a last resort. For non-perishable food items & misc gear, there is also lots of room in the port stern lazarette. Get creative, but try to remember where you tucked everything away!

Personal Gear: In the aft cabins, the closet and the shelf along the side of the bed are the storage areas for personal gear. The forward cabin has four large drawers under the bunk in addition to the closet and shelves along both sides of the bed. These large drawers are often used by charter guests to store larger pots & pans, personal gear and/or dry goods.

Settee Conversion: FANCY FREE is most comfortable for up to six guests, but it is possible to sleep up to eight using the converted dining settee. Even if you don’t have more than six aboard, it can be fun to convert it to a bed for cozying up to watch a movie. It makes for a bit of an odd-shaped bed, but

big enough for a family to pile on for a movie or two people to sleep. The only trick is that it requires a little bit of a wiggle and a shimmy 😊

- 1) Grab the forward and aft edges of the table and lift up while wiggling & shimmying – this is easiest with two people!
- 2) Remove the table leg posts from the floor mounts or underside of table by wiggling & shimmying while you pull. **NOTE:** If they are stubborn, you can use the rubber mallet in the tool kit (under forward settee seat) to gently tap them side to side to loosen them.
- 3) Lift up the forward settee cushion (under the thermostat/above the anchor windlass switch) and remove the shorter posts that are stored vertically in a holder. Place the longer posts in this compartment for storage.
- 4) Insert shorter posts into floor mounts and re-install tabletop. Cover table with filler cushion (typically stored on top of port bench seat in forward cabin).
- 5) To convert back to table, simply reverse steps above and stow posts and cushions where you found them.

SAFETY & EMERGENCY EQUIPMENT

Please be sure to put everything back where you found it so it's where it is in the below list.

Emergency Signal Devices: Signal flares (current & expired for back up), a whistle, and spare air horn canister are located in the drawer below and to the left of the nav desk. An air horn is located in the nav desk or in the cockpit table compartment. See also the VHF and Distress Hailing section.

EPIRB: This last-resort signaling device is one you hope to never use but offers valuable peace of mind if you venture beyond the range of VHF and cell range. Please do not remove the EPIRB from its mount except in an actual emergency where you intend to use it. To activate, simply slide the cover to the right and hold the red button down for two seconds and release the antenna to point skyward. Please DO NOT push the Test button – there are a finite number of test activations allowed and are conducted at regular intervals by FANCY FREE's maintenance team. Please advise all members of your party to just leave this device alone unless there is an actual dire emergency in which it needs to be activated.

Manual Bilge Pump: The manual bilge pump is operated from a fitting in the port aft cockpit sidewall. The handle is stored just above it in the port propane locker. A spare manual bilge pump handle can be found in the Nav desk.

Emergency Tiller: Located in a red nylon sleeve in the bottom of starboard lazarette locker. The deck access hatch to attach and use the emergency tiller is just aft of the helm pedestal (hatch opening tool located in nav desk).

Fire Extinguishers: There are four fire extinguishers aboard FANCY FREE: one in each of the three cabin closets, and one under the stove/oven in the salon.

Flashlights: There are several flashlights located aboard FANCY FREE. There is a very powerful one mounted on the bulkhead next to the nav desk that can double as a search/spotlight, and one mounted next to the closet in the forward cabin.

Carbon Monoxide Detectors: Located in each of the cabins and the main salon, these should never go off – but if they do, evacuate everyone immediately topside and turn off any possible source (engine, heat system, propane tanks).

Life Jackets (PFDs): There are always at least eight (8) Type II life jackets aboard FANCY FREE. They are typically stored in the port aft cockpit locker. If you have your own inflatable PFDs it is recommended that you bring them – they are far more comfortable and convenient – and therefore more likely to be worn!

Life Sling: Mounted on the starboard aft side rail, this is a critical piece of emergency equipment. Regardless of whether someone has on a PFD or not, this simple system can quickly retrieve a person overboard and potentially save a life. In the event someone falls overboard, simply grab the collar from the bag and throw it to them **NOTE:** The bitter end is attached to the boat, so all you need to do is throw it. You don't need to actually get it to them, just throw it in their direction. **IMPORTANT: Make sure everyone on board knows how to turn off the autopilot** in order to manually steer the vessel in the event the Captain goes overboard!

Meanwhile, the Captain (or Crew if it's the Captain who went overboard!) slows the boat to an idle and drives a tight circle around the person in the water – this will bring the Life Sling line and collar to them. They then put the collar over their head and under their arms to be retrieved by those on the boat pulling them to the swim ladder and stern steps hand-over-hand, or by using one of the primary winches as necessary.

First Aid Supplies: There is a well-stocked First Aid kit located in a blue zippered pouch in the port cabinet behind the forward bulkhead in the main salon. Another is located in the aft head mirror cabinet.

MANUALS, TOOLS, PARTS & GEAR INVENTORY

Please be sure to put everything back where you found it so it's where it is in the below list!

Manuals: Manuals for virtually every system and electronic device aboard FANCY FREE are available for reference should you need to consult them (but you shouldn't need to!). Larger manuals and fact/spec sheets are located in a binder in the port forward cupboard above the settee. Smaller manuals and fact/spec sheets are located in the lower drawer to the left under the nav desk.

Tools: These are kept in three places, depending on the type of tool you may need:

- There is a clear plastic “Quick Tools” set in the port midship cupboard above the settee. Most quick fixes can be accomplished with these handy tools that are easy to grab. They include a multi-plier Leatherman-like tool, an all-in-one screwdriver with several bits, standard & metric Allen wrenches, a tape measure, and a few other handy items.
- SJS Standard Tool Set, located under the port aft cabin bench seat. This is the next level of tool assortment if the Quick Tools are not sufficient.
- Tool Bag, located under the large port dinette seat cushion. This includes bigger tools such as a hammer, large crescent wrench, channel locks, vice grip, hacksaw, volt meter, etc., as well as a useful assortment of fasteners.

Spare Parts & Fluids:

- Spare bulbs & cupboard latches can be found in plastic boxes in the nav desk.
- Spare engine oil can be found behind the stairs in the front of the engine compartment.
- There are plastic bins of spare parts (Engine Spares & General Spares), as well as extension cords and hose are located under the Nav desk and port dinette seat cushion.

Miscellaneous Gear:

Port Lazarette Locker: This is where the furnace lives, so this space is usually warm & toasty!

IMPORTANT: The furnace is tucked up on a small outboard shelf - please be careful not to throw or store items against it. It is also the home for:

- The spare anchor rode (20 feet of chain and 150 feet of 5/8" nylon rode) lives in this compartment in a milk crate
- Extra life jackets

This is excellent storage space for bulky soft goods that are OK being in a space that can reach 80 degrees or more – not the place for perishable food items!

Starboard Lazarette Locker: This space is home to the refrigerator compressor (outboard shelf), as well as the main shore power inlet & breaker (Note: this breaker should remain ON at all times). It is also the home for:

- Emergency Tiller (red nylon bag)
- Larger cleaning supplies such as the deck brush, pail, etc.
- Collapsible crab pot with 50 ft of leaded line, bait box & buoy
- Shore power cord when not in use