

Le Chateau – Owner’s Notes

Welcome Aboard!

Le Chateau is a 2006 PDQ PowerCat. She is a documented motor yacht hailing from Squalicum Harbor in Bellingham, Washington.

She offers a great ride, lots of space, lots of storage and a very economical cruising speed at 7-9 knots (1-2 gallons of fuel per hour) as well as a high speed of 13-15 knots while consuming about 4 gallons per hour.

She has been in the San Juan Yachting charter fleet for 10 years and has cruised a good bit of the Salish Sea and some of British Columbia. We acquired her in April, 2016 with the intention of enjoying cruising trips of our own and with friends. We are delighted to share her with charter guests as a member of the San Juan Yachting charter fleet.



PLEASE TAKE TIME TO READ THIS MANUAL AND USE IT AS A REFERENCE DURING YOUR CHARTER CRUISE.

Reviewing this document before you take the boat out will make your checkout easier and your cruise more enjoyable. If you need more info, Le Chateau carries a comprehensive set of the manuals for the installed equipment in the dark blue bags stored behind the lower helm seat.

Please don't be hesitate to ask any question of the San Juan Yachting staff during your orientation or at any time. They are thorough, friendly and caring. No question is too insignificant.

We have enjoyed getting Le Chateau ready for your cruise. We hope you will sense our pride in her and enjoy your cruising time as much as we do. If you uncover anything that we could do to enhance our guests' experience with Le Chateau, please share it with the San Juan Yachting staff or us at: amcarter3@gmail.com

We hope you have a fun and relaxing voyage...

Mac & Penny Carter

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Disclaimer

These notes have been prepared with the intent to provide our guest charter captain and crew with a helpful resource of practical information on operating Le Chateau. While our intent is to summarize key topics and offer operational guidance from multiple sources, this document does not pretend to be the final authority on the safe or effective use of the equipment and systems on board. We encourage you to consult the various manufacturer’s user manuals onboard.

Further, the charter captain is the ultimate authority responsible for the safety of the crew, passengers and the vessel. It is expected that he / she is qualified to operate a vessel the size, type and complexity of Le Chateau and has become sufficiently familiar with this boat prior to leaving the dock.

Good judgment and following all applicable maritime laws, maritime rules of the road, and commonly accepted boating practices during operation of Le Chateau is fundamental to a safe and successful experience on board this vessel. No warranties are expressed or implied by this document.

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Five Tips to keep Le Chateau in great shape for other guests

1. Shore Shoes: Clean or Remove

Shore shoes can pick up lots of ‘stuff’ that increases the wear and tear on the interior of Le Chateau. Help us keep her looking great by cleaning the bottom of your shoes before stepping into the salon or removing them whenever inside. A brush is hanging from the spigot in the starboard aft corner of the cockpit.

2. Damp Lifejackets Need Fresh Air

If a lifejacket or flag is even slightly damp, please attach it outside where fresh air circulates until it’s completely dry. The slightest moisture in an enclosed place creates mildew within 24 hours.



3. Wash Down the Anchor Chain

Use the salt water wash down hose on the bow to thoroughly wash mud and marine debris from the anchor chain BEFORE it goes into the chain locker. Failing to do so can result in foul odors in the chain locker!

4. Please Keep Salon Door Closed when engines are running

Diesel engines produce a soot whenever they run and that can build up a film in the cabin if the salon door is open whenever the engines are running.

5. The engines benefit from an occasional short run at high speed

Le Chateau is equipped with two very reliable Yanmar diesel engines. The engines can build up diesel soot in the turbo chargers and exhaust ports when cruising for many hours at low speed economy cruise. We’ve found it helpful to run the engines up to 3,000 RPM for ten minutes every few days while cruising to help keep them running smoothly and economically.

The Owners and other Guests thank you! 😊

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Quick Start Procedures for “Le Chateau”

Engine Checks

1. Remove engine covers (cushion on bed, step on bed, cover carefully removed and set on top of cushion; reverse order when checks and fills are complete)
2. Check oil level; add oil if low
3. Check coolant level; add mixed coolant from starboard bow compartment if needed.
4. Check strainer for foreign material and dump out if necessary
5. Check fuel filter for water in bottom of bowl

Covers and Cushions

1. Remove windshield cover and place in water tank hatch.
2. Store fly bridge helm and helm seat cover in starboard side locker on fly bridge
3. If you plan to operate the boat from the **lower** helm (in inclement weather for example), store all seat cushions and any loose gear on deck or fly bridge in boat locker underneath upper helm station.

Ready Instruments

1. Remove and stow instrument covers
2. Plug remote radio in on flybridge
3. Place autopilot remote in cradle on flybridge

Power Panels

1. Check AC and DC panels for needed breakers on.
2. Green Dots: Turn on
3. Yellow Dots: Turn on as needed
4. Red Dots: Usually not needed

Starting Engines

1. Ensure both throttles are in **neutral** position
2. Turn key to the right to start (ignore “Glowplug” on panel; no preheat function)
3. Leave engines at idle speed; verify oil pressure is normal
4. Check to verify cooling water is circulating properly at exhausts

Casting Off

1. Turn off AC power on electrical panel
2. Remove shore power cord and stow over forward fuel tank
3. Pilot from upper helm. Maneuver in idle w/ gearshift.
4. Remove lines and fenders in appropriate manner and stow safely

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Quick Start Procedures for “Le Chateau” (cont.)

Underway

1. Helmsman must maintain attention on the boat’s course and be on the look out for other vessels, debris (logs, etc.), etc. at all times
2. Slow cruise @ 1200 to 1600 RPM
3. Fast cruise @ 2800 to 3000 RPM (Do not exceed 3400RPM)
4. CAUTION: Autopilot must be on “STANDBY” for manual steering

Arriving at Marina

1. Place fenders on proper side. Use “ball” fenders to protect against other boats on non-dock side.
2. Remember that slowness is always your friend.
3. Secure windward end first if possible. When both ends are secure, turn engines off at lower helm. Turn keys to OFF position after stopping engine, but do not remove. Secure spring lines.
4. Connect power cord to LOWER outlet only with panel AC power breaker OFF
5. Turn on power at 120V panel. Assure good power with 3 green lights on monitor.
6. Turn off instruments and cover as necessary.
7. Break out the cushions and relax.

Anchoring

1. Turn on windlass breaker lower right of lower helm wheel
2. Get windlass controller from behind lower helm seat. Plug it in to the outlet under the hatch cover for the water tank.
3. Lower anchor while reversing slowly for 3:1 to 5:1 ratio.
4. Do not over pull in reverse to “set” securely.
5. Use bow bridle or a bow line (stored in water tank hatch compartment) to take load off windlass and to maintain anchor line in center. Secure on bow cleats.
6. Turn inverter on only when required for 120V.
7. Monitor aH on Link 10. Do NOT allow batteries go below 200 amp hours.

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Anchoring

The anchor windlass circuit breaker is located to the right of the lower helm wheel and must be turned on prior to anchoring. The manual power control unit for the windlass is kept behind the charting table in the bin by the stern window. It has a coiled extension cord and plugs into an outlet just inside the lip of the Fresh Water tank hatch on the front deck. NOTE: the cord’s connection plug has a **small tab** that, when lined up properly with the outlet, will easily slide into position. Do not force it.

There is a total of 300 feet of anchor line rode – 150’ of chain followed by 150’ of nylon rode. The chain is marked with 10’ of yellow paint at 100 ft., 5’ of yellow paint every 50’ thereafter. The last 20’ of chain is painted red.

Length	Marking
• At 100’	• 10’ yellow
• Every 50’ after	• 5’ yellow
• Last 20’	• 20’ red

Depending on conditions, an anchor scope of 3 to 1 (min.) to 5 to 1 is suitable. The small sign to the right is a decal on the hatch cover window. When setting the anchor, please use minimal engine power in reverse to assure a solid, secure anchor set.

Always use a snubbing line to reduce any load on the windlass while at anchor. There are two snubbing lines in the locker above the water tank on the front deck. The shorter, single line can be used in light conditions. The double line can be tied to each inside bow cleat to reduce swinging on a mooring buoy. If you are on the nylon rope portion of the anchor rode, that line can be secured on the center cleat in front of the windlass in lieu of a snubbing line.

Weighing anchor: When you are ready to depart an anchorage, use the engines to maneuver the boat slowly forward as you gradually activate the windlass to reel in the chain and raise the anchor. Do NOT use the windlass to haul the boat forward by its anchor chain — it puts excessive strain on the windlass and can burn out the electric motor.

Use the salt water wash down hose on the bow to thoroughly remove mud, and marine debris from the anchor chain / line BEFORE it goes into the chain locker. Failing to do so can result in really foul odors in the chain locker! (The chain locker is right in front of the dining table in the salon.)

NOTE: The salt water hose has a quick-connect fitting that inserts into the salt water outlet on the deck next to the forward starboard boat locker. **Be sure the Washdown circuit breaker is OFF BEFORE you connect the hose to the outlet.** Otherwise, the water pressure makes it very difficult to insert the hose fitting in the outlet.

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Tying Up in Port or at a Marina

Attach the boat’s fenders at strategic positions along the side that will be tied to the dock.

CAUTION: PLEASE BE SURE NOT TO TIE A FENDER LINE OVER THE **HEATER SYSTEM EXHAUST** (doing so could melt a fender line) — IT IS LOCATED HIGH ON THE HULL, FORWARD ON THE PORT SIDE ABOUT 10’ BACK FROM THE BOW.

Batteries & Power Management

The house batteries are located under the hatch aft of the entrance. There is a basting bulb for topping off if necessary stored in the same compartment. Distilled water is stored in the aft end of life jacket locker. The disconnect for the house batteries is under the lower helm seat.

Engine batteries are located behind the engines and are sealed and need no attention. Disconnects for the engine batteries are behind the doors entering the two staterooms. All disconnects are normally ON.

CONSERVE BATTERY POWER: Be thoughtful about how you use battery power when the boat is not connected to shore power. There is an automatic battery power separator device on the boat to avoid discharging the engine batteries while at anchor. Use the **Link 10 Battery Monitor** to stay aware of your house battery power draw down.

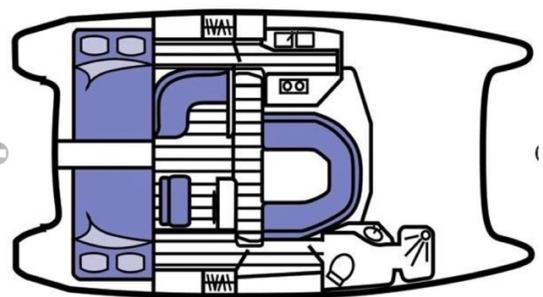
CAUTION: Please do **NOT ALLOW BATTERIES TO GO BELOW 200 aH of voltage and current draw on the Link 10 Battery Monitor** or you could damage the batteries.

If you are approaching 200 aH, start both engines and run them at 1000 RPM (fast idle mode) to restore restore some battery power. To raise engine speed above idle, you must pull the levers straight out from their attachment point before advancing them. The alternators from both engines charge the batteries. NOTE: charging the house batteries will only begin after the engine batteries are fully charged.

Re-setting the Inverter: If the inverter circuit breaker trips while on battery power, it may be necessary to manually reset it on the inverter. The inverter is mounted in the aft cabinet next to the starboard berth. The reset switch is located on the upper left side of the inverter.

Berths

There are two full (60” x 80”) queen berths in the aft staterooms. An additional sleeping area can be created in the salon by removing the legs from the dining table and placing the table top on the lip under the front edge of the dining seats. Place the foam bedding inserts (stored under the forward dinette cushions) on



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the table top. Store the table legs on the helm seat to be out of the way.

Bilge Pumps

There is an automatic bilge pump located aft of each engine. The bilge pump circuit breaker must ALWAYS be ON and the bilge pump switch to the right of the lower helm must be in the “AUTO” position.

Dinghy

Always wear life jackets when using the dinghy. The 9 foot Aquapro dinghy has a 1,000 pound capacity which usually allows up to four persons in the boat safely (only if necessary). The 2.3 HP Honda outboard motor should be used with care to avoid a serious accident.

This outboard motor runs in FORWARD only. It has ONE twist type control handle used to manage starting and prop speed. If you need to go in reverse, flip the motor handle back 180° and then rotate the motor itself 180°... you can then use the motor to go in reverse. It is very simple and effective. The helmsman should always use the stop lanyard for trips of any length.

When raising the dinghy on the davits, it should be tied securely to the davits to minimize movement during cruising. Be careful to not lose the dinghy drain plug.

Electronics

***Le Chateau* is equipped with a full set of Raymarine electronics** – Chart plotters at the upper and lower helms, Depth sounders in both locations, Autopilot on the lower helm and a **Remote Autopilot control** for use when on the upper helm.

Radar is available on the lower helm. All electronics are activated by the breaker labeled ELECTRONICS located at the lower helm. There is also a **portable VHF radio** which plugs in to the right side of the upper helm.

CAUTION: The main VHF radio at the lower helm must be turned OFF when connecting the remote radio at the upper helm.

CAUTION: The helmsman should never leave the lower helm while the autopilot is ON without the remote autopilot control. The autopilot should be used in the “PILOT” or heading mode and NOT in “Track” mode. The auto pilot MUST be placed in the “STANDBY” mode to allow manual steering.

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Engines

Le Chateau is equipped with twin 100 hp Yanmar diesel engines. They are located under the bed in each stateroom. Daily checks are performed in the following manner:

1. Remove the seat cushion and place on the bed.
2. Remove the step and place on the bed.
3. Carefully remove the cover and place on the seat cushion.

Daily Engine Check BEFORE starting each day:

1. **Check the engine oil in both engines.** The oil **dipstick** is located on the starboard side of each engine.
2. Check the level in the coolant expansion tank. This expansion tank is located on the inboard side. If coolant is required, premixed coolant is stored in the starboard forward locker.
3. Check the salt water strainer should be checked for any foreign material and cleaned out if necessary.
4. After checks are complete, reinstall the engine covers reversing the above steps.

To start the engines: NOTE: There is no preheating function required with these engines. Ensure both throttle / transmission shifter controls are in **neutral** first. Then, simply turn the keys at the **lower** helm station to the START position. No pre-heating is required. Leave the engines at idle speed after starting until they warm up and oil pressure looks normal.

The upper helm ignition keys are normally left in the “ON” position. They only function when the lower helm keys are in the “ON” position. **Engines should only be stopped from the lower helm** and the keys turned to the “OFF” position when they have stopped. Do not remove the keys from the lower helm.

There are two good speed ranges on Le Chateau: At 1200 - 1600 RPM the boat will cruise very easily and fairly quietly at 6-8 knots. At 2800 to 3000 RPM your cruising speed will be a relatively fast 12-14 knots. Between these two ranges, the rear of the boat squats down a bit and feels like it is “plowing” (meaning it is not running efficiently through the water). Do not exceed 3400 RPM at any time.

Maintaining healthy diesel engines: Our diesel engine maintenance pro recommends running the engines for 10 minutes at high speed – 3,000 RPM every few cruising days. This is good for a diesel engine. It allows it to heat up more than usual and that helps burn off carbon deposits that tend to build up and degrade performance when cruising at slower speeds.

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Fuel Tanks

There are two diesel fuel tanks on Le Chateau. The main diesel tank has a capacity of 115 gallons and is located under the floor at the rear of the boat near the lower helm seat. The boat runs only off the fuel in this tank.

The fill inlet for the rear fuel tank is just outside the salon entrance door. When filling this tank, close the entrance door to avoid any diesel fumes or droplets from entering the boat. Fill carefully to avoid any spurting of fuel out of the fill pipe. Keep an absorbent towel handy to capture any overflow. These pads as well as latex gloves are stored in a plastic bag just inside the door on the port side.

Transferring Fuel

The **auxiliary diesel fuel tank** is forward of the cabin and has a capacity of 70 gallons. The fill inlet for this tank is located on the front deck. This tank only serves as a backup to the main tank. If it is necessary to transfer fuel from the auxiliary tank to the main tank, use the following procedure:

1. Turn the circuit breaker in the Electrical panel for the fuel tank pump ON.
2. Open the hatch over the auxiliary fuel tank on the port side of the foredeck.
3. Open the two valves on top of the auxiliary tank. There are clips on the valve handles which must be slid back to allow the valve to turn. The valves on the main tank are normally open.
4. At the top of the transfer pump above the tank under the port side of the hatch, move the switch so it points at the aft or main tank. This will activate the pump.
5. Carefully monitor the transfer operation to avoid overfilling the main tank. Do not empty the auxiliary tank completely as this may cause an air lock in the lines.
6. When sufficient fuel has been transferred, turn the transfer pump OFF (center position); close the valves on top of the auxiliary tank, shut off the circuit breaker for the fuel pump.

CAUTION: Do not empty either fuel tank with a transfer pump as an airlock can occur. If this occurs, fill the forward tank to full and the pump will self-prime.

CAUTION: POTENTIAL FOR A FUEL SPILL... FAILURE TO SWITCH OFF THE TRANSFER PUMP WHEN THE AFT DESTINATION TANK IS FULL, MAY RESULT IN FUEL BEING DRIVEN OUT OF THE TANK VENT INTO THE WATER.

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Sanitation System & Holding Tank

The main cause of sanitation system problems is misuse. Dealing with a stopped-up head is an unpleasant task, especially when it can easily be avoided. The only things that should be put into the head are human waste and marine toilet paper! Under no circumstances should Kleenex® tissue, feminine hygiene products, or wads of hair be flushed down the heads.

Use the marine toilet paper supplied... Do Not Use Household Toilet Paper!

Do what we do... minimize the use of toilet paper... 4 or 5 squares per flush is the recommended maximum. Or, better yet, do what we do... eliminate the source of a lot of head problems by keeping a sealable plastic bag in head as a dedicated disposal bag for ALL toilet paper and sanitation products. Store that bag in the trash bin in the head. By never flushing ANY paper down the toilet, you can GREATLY reduce the chance of a clog in the sanitation lines. Change the trash bin bag as needed to keep things fresh. The net result is no sani-problems.

Flushing: The electric Vacuflush system on Le Chateau uses fresh water from the 80 gal. tank. This greatly reduces odor and keeps the toilet bowl cleaner. But, care must be used to avoid wasting water.

There are two buttons for flushing the toilet. The upper switch pushes to the right to empty the bowl and add water at the same time. This is normally used for liquid waste only. The lower switch adds water when pushed to the left and empties the bowl when pushed to the right. It works best to add a little extra water to the bowl with solid waste before flushing.

Holding Tank: The holding tank Monitor is on the wall opposite the toilet in the head. Holding tank gauges don’t tend to be terribly accurate. We’ve found that the tank will be nearly full when the meter reads 3/4 full, so it is a good idea to empty the tank when it is getting close to 2/3 full.

Discharging the Holding Tank: In U.S. waters, the holding tank may be pumped overboard in deep water more than 3 miles from land. Discharge of waste overboard is permitted in Canada except in harbors and near land.

To discharge the holding tank, open the through hull Y-valve controlling the direction of pumping out the holding tank. The Y-valve is located in the large forward starboard deck locker on the pump-out line — the LONG end of the handle (with a triangular arrow) indicates the direction of flow.

For discharging while underway, the Y-valve must point to the **port** or right when looking aft. The macerator circuit breaker must be turned ON first; then press the pump out control button in the head to the right of medicine cabinet. You will know when the tank is empty by a change in pitch of the macerator motor from low to a higher tone. Stop pumping at this time as the pump can be damaged by running with the tank dry.

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Close the through hull Y-valve after the tank is emptied. Note that the discharge occurs below the water line, so be underway at a modest speed when discharging the tank.

For shore pump out, the Y-valve must point to the starboard or left when looking aft. Pumpout access is located on the starboard walkway next to the forward starboard boat locker. Follow instructions at the Pump-out station. SJY has provided a list of pump-out locations in the Charter Guest Resource Manual.

Cabin Heat

***Le Chateau* has three methods for heating the cabin:**

1. When hooked up to shore power, portable **electric heaters** are available and can be used. They are located in the cabinet with the inverter power supply next to the starboard berth. They may be plugged into any 120V outlet. **NOTE: Do not use the electric heaters when NOT connected to shore power.**
2. While underway, the **starboard engine generates hot water to heat the cabin**. To operate properly, two DC breakers labeled “HEATER” must be turned on. One is for the blower and the other is a circulating pump to keep the hot water moving to the heater. The vents under the entry door must be open. Turn these two DC breakers off when the engine is not running.
3. For cool weather conditions, there is a **Webasto hot water heating system** that runs off diesel fuel. There are heat vent outlets in each berth, the head and two outlets in the main cabin. Each is controlled with a thermostat. The system is activated by turning ON the switch located to the starboard side of the breaker panel and turning the individual thermostats to ON.
4. In addition, the Webasto system will supply hot water to the boat’s hot water system. **NOTE:** If used while at anchor, this system will consume a LOT of battery power – approximately 80-100 aH of battery power overnight. The batteries **WILL** require recharging from the main engines to avoid exceeding the 200 aH usage limit. (See “Batteries” section earlier)

Fresh & Hot Water

CONSERVE WATER... Remember to conserve water just as you would battery power. The fresh water tank holds **80 gallons** when full. It is located under the front deck. The filling inlet is located near the tank. Be careful about water consumption at the galley sink, the shower and the external wash down hose at the stern.

There is a 7 gallon hot water holding tank. It is heated by the port engine while underway or by shore power when at a marina. It does not operate off of the inverter. If showers are desired, it is most effective to do so while underway (if sea conditions permit) since the water will be heated by the engine while it is being consumed.

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There is a stop button on the shower head which allows one to wet down, turn the water off for soaping up, and then back on for rinsing. This will greatly reduce the amount of water used in a shower. There is also a pump switch in the shower to drain the water out of the shower stall.

Microwave Oven

The microwave oven has a continuously variable power level (not an on-off pulsing) and has a full power rating of 1,250W. If running on shore power, power level is selected by repeatedly pushing the power level button until the desired power level is desired.

If the microwave oven is used off the boat’s inverter, the power level should be reduced to a maximum of power level of “7” (70% still provides 750W of heating power). This is to avoid overloading the inverter and causing it to trip the system breaker. If the breaker trips, the system should reset itself in a few minutes.

Please put the instruction manual back in the oven when it is not in use.

Barbecue Unit

The propane barbecue is attached to the back rail on the fly bridge. To use it, pull out the **long fill hose** attached to the propane tank on the left in the propane storage locker located on the port side near the fly bridge helm seat. Connect the hose to the grill.

After use, **turn the propane tank OFF, clean the grill**, disconnect the hose from the grill. Leave the hose connected to the tank... just coil it up so it fits inside the propane locker.

Navigation

Navigation Charts are usually kept behind the lower helm. San Juan Sailing provides an excellent water proof book of charts with red marks, (areas that former charter guests have run aground) and green markings, (nice spots that former charter guests have enjoyed). Parallel rule, dividers, hand held compass, pencils and binoculars are also behind the chart table seat.

CAUTION: Vigilance should always be maintained for **hazards** such as floating logs, floating chunks of lumber, crab pot floats, fishing seines, etc. One person should always be on the lookout for such things. These hazards are quite common in Puget Sound and often become more frequent as you head North.

CAUTION: Be cautious about tugs pulling barges – there is a long cable between the two which can be up to a half of a mile long. Do not go between them.

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Rudder Balancing

The rudders on **Le Chateau** are controlled by a hydraulic pump driving a cylinder on each rudder. After some time (10 - 20 hours of operation typically), the rudders may become slightly mis-aligned. This will result in more effort to steer the boat by the auto pilot (or the driver) and reduce performance. The rudder cylinders can be easily and quickly rebalanced using the following procedure:

1. Open the battery hatch cover just aft of the entry door. At the very back of the compartment is a valve.
2. Turn the helm wheel to STARBOARD until resistance is felt.
3. Open the valve. (It only moves a quarter turn in one direction)
4. Turn the helm again to STARBOARD until resistance is felt.
5. Close the valve.
6. Turn the wheel all the way to PORT until resistance is felt.
7. Open the valve.
8. Turn the wheel again to PORT until resistance is felt.
9. Close the valve and replace the battery hatch cover. The rudders are now aligned and the process is complete.

Safety Equipment

The best safety device is using one’s own caution. Everyone on board must know where the life jackets are stored. Never try to prevent a collision with a dock or other craft by using one’s hands, feet or legs. Boat parts are far cheaper to repair than body parts. Here is the safety equipment on Le Chateau:

- 1) **Type III PFD’s** (personal flotation devices) are located in the port side fly bridge locker. We recommend every person wear a PFD when on deck while anchoring, docking, tying up to a mooring buoy or underway... especially in inclement weather. The water in this region is VERY COLD (avg temp is about 50 degrees). Every person IS REQUIRED to wear a PFD when in the dinghy. NOTE: Be prepared to show the Coast Guard where the PFD’s are located for each person on board in case they stop the boat and ask about it.
- 2) There is a **throwable flotation ring** over the entry door. There are also two throwable cushions in the port side fly bridge locker.
- 3) **Flares** are stored in the tray on the port side just inside the entry door.
- 4) There are 3 portable fire extinguishers mounted: 1) on the wall in the galley; 2) behind the door entering the head; and 3) outside to the starboard side of the entry door.
- 5) The **horn buttons** are located to the right of the lower helm and to the left of the upper helm.
- 6) A **first aid kit** is located on the shelf behind the chart table seat.

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- 7) A **radar reflector** which can be tied to the antenna mast in case of heavy fog is stored in the overhead locker behind the upper helm.
- 1) A U. S. flag on a pole can be mounted on the stern davit. It is on the shelf in the chart table area. A **Canadian courtesy flag** for mounting on the small bow flag mast is in the upper cabinet behind the chart table seat. =

Shore Power

Two 30 amp shore power cables are stowed in the auxiliary fuel tank locker. Only one cable is normally used. First, before plugging into shore power, be sure to turn the 120V breaker OFF at the electrical panel in the boat. Plug the cable into the LOWER electrical inlet outside on the starboard side of the boat, and THEN connect the other end to shore power.

After shore power is connected, **check for reverse polarity or a faulty ground** at the indicating lights on the left end of the lower helm station. There should be three green lights. If all is well, turn on the 120V breaker on the electrical panel in the boat. If there is a problem with polarity or ground, it must be corrected prior to turning on shore power to the boat. When disconnecting, it is best to disconnect from shore power first.

NOTE: The inverter switch on the AC panel must be ON for the batteries to charge while on shore power.

Stove

To operate the propane cooktop in the galley, several steps must be taken. The propane tank in the fly bridge locker must be connected to its hose and turned ON. Then, turn ON the two breakers on the DC panel labeled, “STOVE” and “LP GAS”.

On the wall to the right of the microwave is a wall switch labeled “LPG CONTROL” – move it to the ON position. To light the stove, push down on the control dial and turn it to the “LIGHT” position. After the burner lights, continue holding down the control for 5-7 seconds until the burner remains lit when the dial is released.

NOTE: When underway, remember to shut OFF the propane tank on the fly bridge, both stove burners as well as the LPG Control wall switch.

Tools, Supplies & Spare parts

Three tool boxes are stored under the floor board immediately at the bottom of the steps leading the starboard berth/engine. Engine filters and various spare parts are located in a plastic bin under the floor board leading into head on the starboard side. Some boat cleaning supplies are located under the salon table seat on the port side.

Spare batteries, bulbs and fuses are located in a plastic container in the tray behind the chart table area next to the lower helm.

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Fresh Water

The 80 gallon fresh water tank is located under the forward hatch to the starboard side of the cabin. There is a water level monitor in the head to the left of the sink. The breaker for the fresh water pump is on the DC panel.

Always think: “WATER CONSERVATION” if you cannot refill soon.

Managing Trash

A good way to manage trash and recycling materials while away from port is to put your trash in large plastic bags (tied) and store them in the large boat locker located forward on the port bow deck.