



ODYSSEY

OWNER'S NOTES

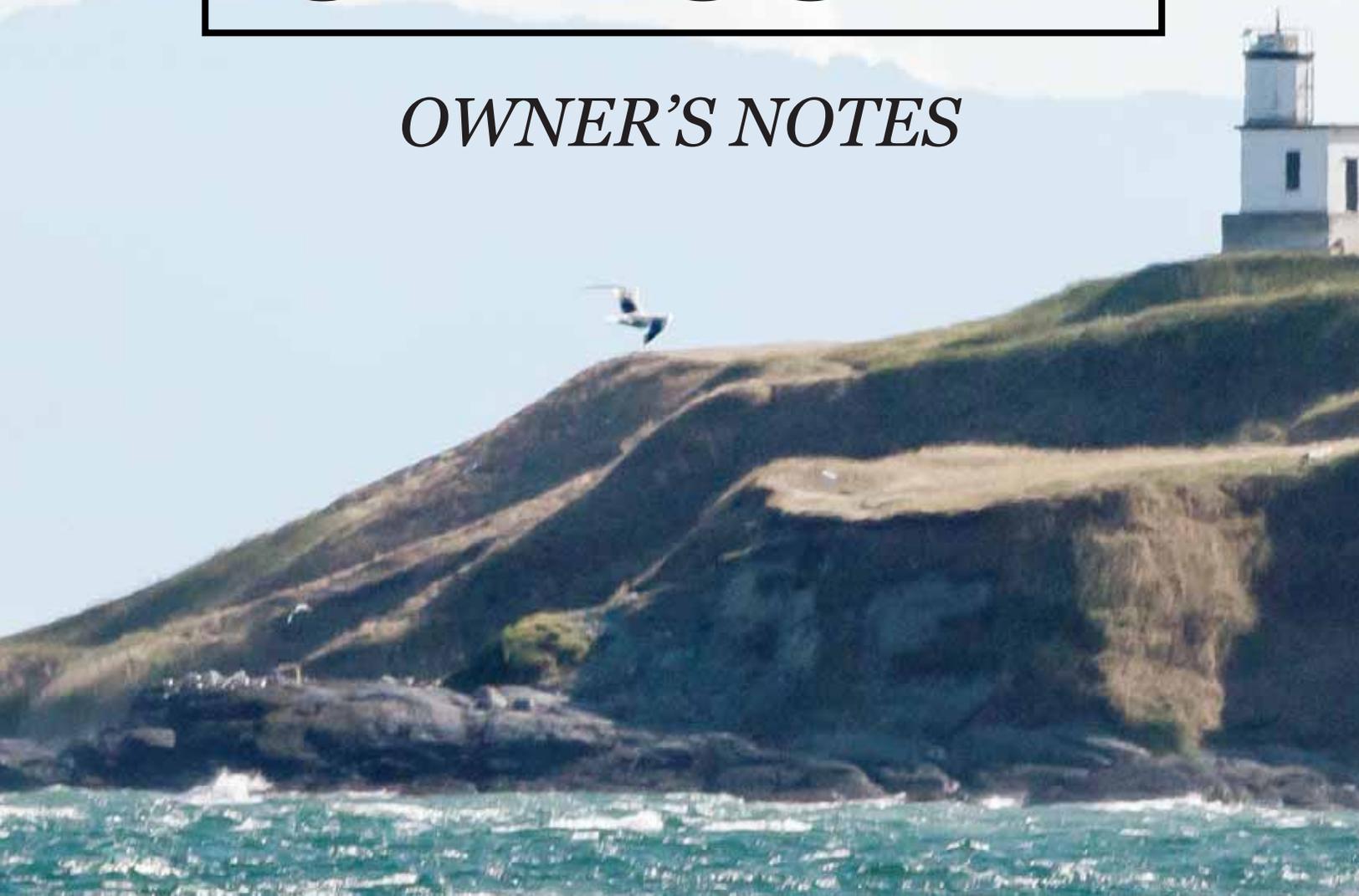


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Welcome Aboard!

Odyssey is a Grand Banks 46 Classic tricabin yacht. While chartering with San Juan Yachting the summer of 2014 we found her for sale in Sidney, BC. We purchased her from her original Canadian owner, who kept her from day one in a boathouse at Westport Marina near Sidney BC on Vancouver Island. She was regularly maintained and serviced by Delta Marine, the Grand Banks service center for Canada. Built in 1994 she had very low hours on her original engines and has received wonderful attention and upgrades to her navigation instruments including two new Furuno NavNet GPS chart plotters in 2011. We were delighted to find her equipped with Wesmar roll fin stabilizers.

We are thrilled to have her in the San Juan Yachting charter fleet. Having done that, we wanted to do several things to make her ready for you, our charter guests.

New additions this year include:

- AB Aluminum hull RIB with euro console helm and 20hp Yamaha.
- Manson BOSS 60 lb anchor.
- Magma Catalina propane BBQ.
- Samsung 28" flat screen HDTV and DVD BlueRay player.
- Kenwood stereo with Bluetooth, USB and auxiliary inputs.
- Dishes, flatware, kitchen utensils, glasses, mugs and Krupp's coffee maker.
- Magnum 2.8KW Inverter/Charger
- AGM House batteries, Engine Start batteries and Generator start battery.
- Balmar 150 amp alternators and regulators.
- ICOM M424 VHF radio at lower helm with DSC GPS interface/ distress signal function
- Total retrofit for refrigerator and freezer.
- Wesmar bow thruster motor.

Odyssey is a documented yacht.

PLEASE TAKE TIME TO READ THIS MANUAL AND USE IT AS A REFERENCE SOURCE DURING YOUR CHARTER CRUISE. On board you will find a selection of useful guidebooks, including the current edition of Chapman's Piloting.

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

We have enjoyed getting Odyssey ready for your cruise. We hope you will sense our pride in her and enjoy your time on her as much as we do. As you cruise, if you discover anything we could do to enhance your experience with Odyssey, please share that with the good folks at San Juan Yachting.

May you be blessed with blue skies and a wonderful adventure!

Bon Voyage,
Tim, Elizabeth, Bob, Sally, Jane and Fred (San Juans and Beyond LLC)



Quick Start

Before Starting Engines:

- Ⓜ Dinghy secured? Grill covered?
- Ⓜ Disconnect shore power; stow cord in lazarette.
- Ⓜ Power panel: Double Green dots Always On; Green dots ON for normal operation; Yellow dots ON as needed; Red dots: Always OFF
- Ⓜ Open blinds and curtains for visibility.
- Ⓜ Check oil and coolant levels in engines; add if necessary.
- Ⓜ Check sea strainers to engine heat exchangers for debris.
- Ⓜ Check under-engine oil pads for evidence of leaks

Starting Engines:

- Ⓜ Put gear controls in Neutral, throttle levers at “Idle.”
- Ⓜ On “Engine Panel” of electrical panel, flip power switch to On for starboard engine. Buzzer will sound.
- Ⓜ Push Starting button for starboard engine. When engine starts, the buzzer will stop. Do not try to start more than 30 seconds without a 2-minute “rest” period.
- Ⓜ Repeat procedure for port engine.
- Ⓜ Warm up at idle speed (650 RPM)
- Ⓜ Oil pressure OK?
- Ⓜ Water running from both engine exhausts? Walk back to the stern swim step to make sure water is coming out both exhaust pipes. This can be very subtle at low idle speed. It is critical to ensure that the engine cooling system is functioning to avoid damaging the engines!
- Ⓜ It is normal for the starboard engine warning light (red) to stay on 5-10 minutes on startup (located on the dash above the helm to the right of VHF radio)
- Ⓜ Keep aft cabin door closed when engines are running to keep diesel exhaust from coming in.

Before Leaving Dock:

- Ⓜ Center the rudder.
- Ⓜ Untie mooring lines. Once underway, stow mooring lines and fenders.
- Ⓜ Initial leaving the dock can be done at idle using selective forward and reverse of the twin props with possible assistance from the bow thruster (always on, doesn't have a breaker)
- Ⓜ Engines at idle before shifting gears to forward or reverse.

Underway:

- Ⓜ Keep a watch for logs or debris in water. Monitor gauges.
- Ⓜ Keep RPM under 1300 until engines warm to 150 degrees.
- Ⓜ Normal rpm between idle and 2200. She cruises very comfortably at 10 knots @1600 rpm. Please do not exceed 2300 rpm for more than 30 minutes and less than 10% of running time
- Ⓜ Always keep your wake in mind.
- Ⓜ “Normal” readings:
Engine temp. **175-190** Oil pressure: **30-90 psi**



Approaching Dock:

- Ⓜ Put fenders on appropriate side. (We often put fenders down on both sides when maneuvering in close quarters).
- Ⓜ Attach bow line to cleat and run line out through the hawse hole, OUTSIDE the bow rail and OUTSIDE fender lines toward midship. Same procedure for stern and spring lines. Station a member of the crew at midship to tend the mooring lines.
- Ⓜ Engine throttle should be dead slow and rudders centered. Close maneuvering best done with forward and reverse maneuvers with twin props and judicious use of bow thruster bursts. Your expert check out skipper can demonstrate this and help you be very comfortable maneuvering her. Remember to have engines at idle speed before shifting in and out of gear.
- Ⓜ Mate ready to step off swim step (No leaping across water to dock!) and secure spring line (most circumstances), then bow and stern. Often you will find a friendly person to catch your dock lines and help you secure them.
- Ⓜ Position mate on deck with a spare large fender with line attached. If the vessel will make contact with the dock or another boat, place fender to prevent damage. Arms and legs do not make good fenders!

Upon Arrival at Marina:

- Ⓜ Secure all lines: Stern, Bow and two Spring lines as a minimum.
- Ⓜ If bow-in, be sure anchor is not protruding over dock walkway.
- Ⓜ Turn off engines (see “Stopping Engines” below).
- Ⓜ Turn off electronics at both helm stations; replace covers.
- Ⓜ Connect shore power. First to the boat, then to the shore receptacle (30 amp power for Odyssey)

Stopping Engines:

After operating at cruising speed, allow engines to idle a few minutes to cool down before shutting them down. (This usually happens naturally while tying dock lines or setting the anchor.)

- Ⓜ On engine panel turn far left stop breaker to on position.
- Ⓜ Push port engine stop button, (buzzer will sound).
- Ⓜ Turn off port engine power breaker (buzzer will stop)
- Ⓜ Push starboard engine stop button, (buzzer will sound).
- Ⓜ Turn off starboard engine power breaker (buzzer will stop).
- Ⓜ Turn off stop breaker.

Mooring at State Buoy NOT PERMITTED

At 46 feet Odyssey is in the group of yachts too large to use the Washington State Parks Marine buoys.

Daily (Overnight) Checklist in Marina:

- Ⓜ AC Input “On” for shore power.
- Ⓜ Inverter “On” – Be sure it is charging.
- Ⓜ Keep an eye on water tank, meter located to the right of the helm wheel.
- Ⓜ Keep an eye on holding tank, meter located in the master stateroom head on the sink vanity

Daily (Overnight) Checklist at Anchor or Buoy:

- ⚓ Anchor light: “On” during hours of darkness. Turn on “Anchor Light” switch on electrical panel.
- ⚓ Turn off unnecessary electrical items. Even unplugging appliances not in use will help reduce the drain on battery power.
- ⚓ Keep an eye on holding tank gauge in port side aft head on sink vanity.

Mooring at Anchor:

- ⚓ Turn on Windlass power/ breaker on panel to the right of the helm. Anchor is lowered with foot switches on bow deck while boat is backed up slowly away from anchor.
- ⚓ Mate on bow to monitor length of chain going out and to troubleshoot if it gets tangled. (Anchor line marked with 10 foot yellow paint at 100 ft then 5 foot yellow paint every 50 ft. Odyssey has 250 feet of 3/8 galvanized chain rode.
- ⚓ When desired chain length is out, stop windlass. (See “Tackle” section for recommended scope in NW waters.)
- ⚓ Attach “snubber plate and lines” to anchor chain: Located in bow bench locker. Secure snubber lines through the bow hawse holes and to the bow cleats. Attach snubber plate to anchor chain beyond anchor roller. Snubber lines can be let out 10 to 15 feet so the plate is submerged.
- ⚓ Run out enough chain to form loop in chain so tension is transferred to snubber line. Ask your check out skipper to demonstrate this important part of anchoring Odyssey.
- ⚓ Skipper reverse one engine at idle to test the set of the anchor. We often use a combination of sighting objects in the harbor and the GPS plotter to confirm anchor set.
- ⚓ Turn off Windlass power in panel.
- ⚓ Turn off engines.

First Thing Each Day:

- ⚓ If at anchor, turn off anchor light.
- ⚓ Check battery reserve on inverter panel. If less than 12 volts, start generator.
- ⚓ Check water tank level
- ⚓ Check holding tank gauge. If near full, pumping out will be necessary very soon.

Before Leaving Vessel:

- ⚓ Power panel: Turn fresh water pressure “OFF”
- ⚓ Cover electronics screens at both helm stations.
- ⚓ Optional: Close blinds
- ⚓ Lock the door.

Fueling:

See instructions in “Engine Systems” section of Owner’s Notes. .

Dinghy Operation

Launching:

- ④ Find davit remote control in salon starboard door step lazarette. This plugs in at base of davit on the starboard side.(just behind salon starboard side rear window.)
- ④ Remove vinyl winch cover (keep one tie fastened to mount so it doesn't blow overboard) and connect remote control.



Tie Down Straps

- ④ Remove tie-down straps from dinghy (leave them attached to cradle) and **MAKE CERTAIN THAT DRAIN PLUG IS IN THE DINGHY TRANSOM**. Secure connection to dinghy harness.
- ④ Loosen “painter” (dinghy’s long bow line)
- ④ The hand held plug in remote has a slider bar that can be set to in (up) or out (down). The slider bar is also a button that can be pushed to activate the davit winch.



- ④ Using power winch, lift dinghy free (all the way up) and manually rotate it over starboard side rail so it is facing backward, then lower it to the water.
- ④ Secure painter so dinghy won't drift away once you release the cable. Get into dinghy and disconnect the bow carabineer harness clip.
- ④ Disconnect winch cable from harness ring and raise the winch cable up. The aft 2 harness clips can be left attached and the entire blue dinghy lifting harness stowed behind the dinghy seat.
- ④ Note: You will want to put some tension on the cable while raising it; otherwise cable will wind too loosely and cause problems. (There is a large weight just above the clip and the end of the cable.)
- ④ Disconnect and safely stow the remote control. Replace vinyl winch cover.

The law requires everyone in the dinghy to wear a lifejacket.

Lifejackets are located under flybridge seats and in cabin lockers.



Starting the Outboard Motor:

- ⚓ Be certain fuel line is connected and air vent on fuel tank is open.
- ⚓ Lower motor with Up/Down electric lever switch on side of throttle.
- ⚓ Pull on choke (by the key start), set throttle on fast idle and start outboard by turning key. Key lanyard will have safety clip that will need to be inserted before engine will start.
- ⚓ Push in choke when the engine is warm and lower fast idle lever.

Bringing in Dinghy

- ⚓ To hoist dinghy, reverse “Launching” procedure.
- ⚓ BE SURE TO SECURE DINGHY IN CRADLE WITH TIE- DOWN STRAPS.
- ⚓ If you don’t do it right away, it is easy to forget and dinghy will bounce out of cradle while cruising. Not fun!
- ⚓ When finished with stowing dinghy, return remote control to salon starboard door lazarette and dinghy key to the Odyssey helm station.
- ⚓ When dinghy is along side Odyssey and facing backward, do not let it drift forward of midship.
- ⚓ We have had the outboard throttle control snap off by hitting the outward sloping forward bow of Odyssey!

Outboard Fuel:

Unleaded regular (87 octane). NO oil mixture needed for the Yamaha 4-stroke motor. Please replace the fuel you use. The tank holds 3 US gallons.

Dinghy Care:

- ⚓ Keep the dinghy clean and well inflated. There is an electric bilge pump in the dinghy and an air pump in aft flybridge seat.
- ⚓ A spare spark plug is kept in the spare parts bin

If Dinghy Doesn’t Run:

- ⚓ Is the safety clip in place?
- ⚓ Is the tank vent open?
- ⚓ Is the fuel line connected?
- ⚓ Is there gas in the tank?
- ⚓ Did you choke it?

Anchoring the Dinghy:

There is a collapsible anchor for the dinghy that can be attached to the stern of the dinghy for anchoring the dinghy off of the shore. Ask your checkout skipper about the anchor buddy and grapnel anchor system for keeping the dinghy off the beach when you are on a hike and the tide is going out! The metal sand spike and the blue porous anchor bag are located in the aft cockpit lazarette.

Going Ashore:

Estimate the change in tide during your time ashore and secure the dinghy accordingly. The metal sand spike in the dinghy can be used to secure the painter on a sandy beach. Otherwise, secure the painter to a log on the beach.

Cleaning Shoes:

Your shore shoes are likely to pick up gravel or dirt on shore. There is a hand brush hanging on the fresh water spigot at the stern for cleaning shoes.

Electrical Systems

Controls:

The electrical control panel (port side of helm) contains controls for all electrical systems. The switches act like circuit breakers. Lower switches control 110 volt/AC systems; Upper switches control 12 volt/DC systems.

Dot system on DC panel

Double Green dots: Always On ~ Green dots: ON during normal operation ~ Yellow dots: ON as needed ~ Red dots: OFF at all times



DC Panel

See for turning on breakers for nav instrument, radar (this breaker also for depth sounder), chart plotter, autopilot, VHF and rudder indicator.



AC Panel

Used primarily to control electricity from shore power, and generator. Also will control some of the AC systems ie. microwave that can run off of the AC power produced by the inverter

DC Switches:

During normal use, most DC switches (not red) may be left ON with the exception of the macerator pump. **Be sure to leave Bilge Pump ON at all times** (Double green dots); they are on automatic when these switches are ON.

AC Switches:

You will use AC breakers with shore power and generator, because you will need to limit loads while on shore power to suit power availability. When using the generator there is adequate power to run virtually everything on the boat. But when using shore power, you will need to limit loads to 30 amps (3,000 watts), 20 amps (2,000 watts), or even 15 amps (1,500 watts), depending on shore power availability. Here are some loads:

Hot Water Pot	1400 watts
Microwave	1000 watts
Hair Dryer	1500 watts
Coffee maker	1000 watts
Water Heater	1500 watts

*If house batteries have had significant use without recharging, the inverter, when in charging mode, can draw up to 1,000 watts. Watch the load carefully and allow the inverter's charger to come up to full current before adding other loads while on shore power, especially the water heater. This can take a minute or two. Watch the amp meter when adding load. Multiply amps by 10 to approximate the load in watts from the charger. Add up the power you are using and be sure it's under the limit!

Shore Power:

30 Amp Shore power cord is stowed in the aft or bow lazarette. 15 and 20 amp adapters and a Y-adapter in step lazarette under salon door. Shore power receptacle connections on Odyssey are located on inside of aft transom and on forward deck under the windlass. Use the connection that is closest and most convenient to the shore power outlet.

- ⓘ Connect the cord to Odyssey's receptacle first and then into shore power.
- ⓘ After connection, turn the black AC nob to the appropriate position (aft or bow) and lift up the AC Master switch. The amber light labeled "AC power On" should be lit on the A/C panel. If not, check that AC Main switch is ON and then check the supply at the dock to make certain it is turned on.

Inverter:

ⓘ *The Inverter charger switch on the main AC panel should be **ON at all times***

The inverter allows you to use 110-volt appliances (hair dryer, microwave, coffee maker, etc.) while at anchor or buoy without running the generator. It converts 12-volt DC power from the ship's batteries to 110-volt AC current. Large current draws like the hot water heater or the electric stove can not be run using the inverter and will require turning on the generator.

It is necessary to charge batteries when voltmeter indicates 12.2 volts or less; do not let voltage drop below 11.5 volts. When connected to shore power the batteries may be charged to 100% (13.3V), but while cruising and charging from engines or generator, a reasonable compromise is to discharge not below 50% (11.5V) and recharge to 85-90% (12.8 V).

The Magnum Inverter/ Charger charges the battery in three phases

Bulk charge: initial fast charge with high amperage

Absorb charge: slower charge to full capacity

Float charge: smart trickle charge to maintain full charge but not overcharge

Odyssey can use a lot of electrical power! Between hair dryers, lights, refrigerators, coffee makers, computer charging, microwave and TV/ DVD it is easy to overwhelm the large capacity D/C house battery bank. **You will need to use the generator frequently**, so it will be prudent to be familiar with how to use it.

If not connected to shore power:

There is significant baseline drain from d/c battery power, eg. Refrigerator/freezer, lights and inverter use of electric outlets to charge phones and computers and run entertainment systems. It is not unusual to see the house bank voltage to drop from 12.8 to 11.8 overnight. First thing in the morning, before firing up the coffee pot, it may be necessary to turn on the generator to charge up the house batteries and provide the needed amps for using the stove, coffee maker etc.

If the voltage has dropped below 11 volts either by cumulative drain or due to a surge of electrical usage, the **Magnum Inverter panel may register a fault and display a red light**. The inverter source of A/C power will stop working and all outlets will be dead. The D/C power may still be working but no A/C will be generated. **The solution to the fault problem is to turn on the generator**, which will clear the fault and begin to re charge the house batteries.

Generator:

- ⓘ Turn generator breaker On (top right of A/C panel)
- ⓘ Unless you have run the generator within the last hour, hold the Heater button ON for 5-10 seconds. Continue holding it up while you perform the next step.
- ⓘ Push START button; hold about 2 seconds until generator starts. Release START button. If engines are running, it can be difficult to hear the generator start. Check by having your mate look over the port side mid ship for exhaust.)
- ⓘ Be careful about possibly putting a bumper over the generator exhaust outlet as it could melt the bumper or cause a fire.
- ⓘ Turn Large Black Nob switch on bottom right of A/C Panel to GEN
- ⓘ Flip Double breaker Master Switch up to ON and see that amber light "A/C supply ON" is illuminated.

Stopping Generator:

- ⓘ Remove the electrical load from the generator by turning off your elective load (shut off the master switch on the lower A/C panel).
- ⓘ Run the generator engine for a 2 minute cool-down period.
- ⓘ Push the stop button
- ⓘ Move the generator breaker control breaker switch to the off position.

The generator will shut itself off if there is low oil pressure or high water temperature.

The Onan 8Kw generator is located in the midline of the aft part of the engine room. It is mounted on top of the aft water tank, between the two diesel tanks and just behind the Raycor fuel filter system.

It burns approximately 1/2 gallon of diesel per hour when operating.

Interior Lighting:

All cabin lighting is 12-volt DC . Most bulbs have been converted to LED, which use 20% of the power of incandescent bulbs (3.2W vs 15W). The engine room has both D/C LED lights (switch on the upper D/C panel) and AC fluorescent lights (switch on the lower A/C panel. **The fluorescent lights use lots of power**, which can be a large drain on the house bank if you are inverting from the house batteries without shore power or generator. Switches on the electrical panel and individual wall and ceiling switches adjacent to specific lights control lighting in specific areas of the boat. Spare bulbs are labeled and stored in a bin in the salon.

Exterior Lighting:

“Nav Instrument Lights”, “Anchor Light”, “Spreader lights” and “Searchlight” each have a switch at the D/C electrical panel.

Engine Systems

Engine Room Access:

Through a door behind the lift able steps down to the forward cabin area or through hatches in the main saloon. Two breakers on the main panel control engine room lights.

Starting:

No preheating required. Be sure you check oil and coolant levels first. Make sure to check sea strainers for debris as the seawater intake provides for engine cooling. Start starboard and port engines separately.

Do not run engines over 1300 RPM until the temperatures reach 150.

General:

The twin 300 hp Cat 3116 TA diesel engines drive the propeller shafts directly through inline transmissions with dripless shaft seals.

Optimum RPM for: (both engines)

Economy cruise 1200 RPM 7.5 knots @ 4 gal/hr .53 gal/nautical mile
1400 RPM 8.4 knots @ 6gal/hr .7 gal/nautical mile
1600 RPM 9.2 knots @ 8.2gal/hr .89 gal/nautical mile

Efficient cruise: 1800 RPM 10+ knots @ 11.2 gal/hr 1.1gal/nautical mile

High speed cruise: 2000 RPM 10.7 knots @ 14 gal/hr 1.4gal/mile
2200 RPM 11.6 knots @ 19 gal/hr 1.7 gal/mile
Max sustained RPM 2300 RPM 12 knots @ 22 gal/hr 1.9gal/mile

Full throttle will push the RPM to 2750. The engines can be run at this speed for a very short period of time (less than 1/2 hr) and significantly less than 10% of total running time. At this speed the fuel consumption will exceed 32 gal/hr. Excessive running above 2300 RPM risks damage to the engines. These engines are designed to be able to run continuously at 80% of full power.

Engine Alarms:

This boat has alarms on each engine, which sound for either low oil pressure or high temperatures. If alarms should sound when you are underway, idle back the engine, check the gauges, and shut down the offending engine promptly.

Normal Readings: Engine temp. 150-190

Oil pressure: 30-90 psi

Shifting:

Shift gears only at idle RPM. Dockside maneuvering should be performed with the throttles at minimum idle speed and rudders in neutral position.

Bow Thruster:

Thruster may be operated from either upper or lower helm. It is always on and has its own battery bank separate from the house or start batteries. The thruster batteries do not charge from the main engine alternators. They are only charged while on shore power or with the generator. (The bow thruster battery charger switch should *always* be left turned on) The bow thruster should be used in short 2-10 second bursts. It can overheat and shut down if operated for excessive time.

Exhaust:

Please keep aft cabin door closed while engines are running to prevent diesel exhaust fumes from entering the cabin.

Pumps:

The engines are dependent on several pumps to operate properly. Most important of these is the seawater (raw water) pump on each engine, which circulates sea water through a heat exchanger to cool the engine and its transmission, and then expels it through the exhaust pipe. **If a pump fails, it could severely damage the engine;** if left unattended, a fire can result. If something smells “hot” or an alarm sounds, investigate at once! There should be no steam or water spraying in the engine room. There should be water coming out of each exhaust pipe. **If a pump seems to have failed, the usual causes are:**

- ⊕ Plugged intake. Is there plastic wrap, seaweed, or other obstruction?
- ⊕ Clogged sea strainer. Is there debris in the sea water strainer on this engine?
- ⊕ Failed impeller in the pump itself, or broken belt.

Fuel:

Each engine has a “supply” and a “return” valve from the diesel fuel tank. Raycor fuel filters do not require service unless the bowl is full of sediment and the disposable filter is clogged. Engines, generator and forced air diesel heater all use the same diesel from the two 350 gallon tanks.



*Raycor Fuel Filters
and Fuel Distribution System*

Oil:

Please re-fill oil as needed with the White Rotella Gallon containers. There is a small notch in the dipstick that is $\frac{3}{4}$ between the low and high marks. This is the target for filling. Please do not over-fill. It is normal for the oil from the engine to be quite black.

A small bit of oil spattering is normal for these engines, and the owner has supplied oil absorbent drip pads to catch this. If the dipstick shows excessive leaking, track it down! Remember, a little bit of oil makes a big spot: the dipsticks are the best warning of excessive use! Other than drips, the engines are clean running and the engine room will stay clean.



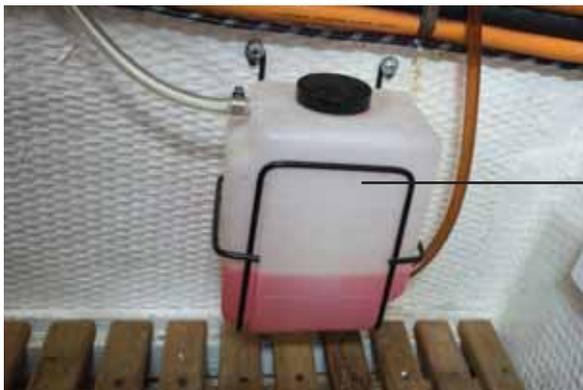
Dip Stick for Engine Oil



Fill Cap for Engine Oil

Coolant:

Engine coolant should be above “cold” level in the reservoirs. There is a plastic jug of pre-mixed coolant (50% distilled water, 50% coolant) in the engine room.



*Antifreeze Coolant Reservoir
(one for each engine)
Fill to “cold “ level with pink premix
coolant*

Fueling Process:

Fill with Diesel Fuel. Port and Starboard fillers are located on the deck. Cap keys (for opening the flush deck caps) in the port and starboard doorstep lazarette.

Estimating how much fuel you will need can prevent overfilling and spills:

Odyssey carries 700 gallons of diesel (350 gallons on each side). Each tank has a fuel gauge at the helm. These gauges are accurate, but a more precise reading can be obtained by using the sight tubes on the front inboard corners of the port and starboard fuel tanks in the aft of the engine room. Position a crew member in the engine room and simply open the valves at the top and bottom of each tube to watch the tank fill. Opening the floor hatch by the port salon door provides good communication between engine room and salon. Close the valves after filling the tanks to avoid diesel spills and possible fire hazard.

While filling, be certain to form a “doughnut” around the filler hole with paper towels or absorbent pad. As you fill, watch the fuel level coming up in the filler sight tube. Stop filling when the fuel level reaches the top of the sight tube. Fuel spills are your responsibility.

No fuel additives are needed during the charter season.



Cap Key and Diesel Fill Cap

Window Wipers:

The 3 wipers have control knobs on the far right upper panel above the windows. Wiper breaker must be on at the d/c panel. Pushing the buttons causes fresh water spray to help remove salt residue.

Defogger Fans:

Located above each forward window. The controller rotary switches are found by opening the hatch under the valence (behind the stabilizer control on upper panel above the middle window).

VHF Radio

Odyssey is equipped with a modern ICOM M424 VHF marine radio. The lower helm radio is interfaced with GPS data from the AIS transceiver and in an emergency; it will broadcast a unique identifier code along with GPS position. The identifier code is called an MMSI and is unique to Odyssey. The MMSI for Odyssey is 367640280 and is registered in a database that is shared by both the US and Canadian Coast Guard. We hope it never becomes necessary to use it but if it does, we want you to know that it will broadcast 'who' you are and your position so long as the radio and GPS signals are functioning. To activate that 'Panic' call, lift the red plastic cover in the lower left of the VHF Radio and press and hold the Distress button. The radio's display will count down (3-2-1) and then transmit the distress call information.

Odyssey's VHF call sign is WDH6655.

We recommend that you monitor Channel 16 during your cruise. It is reserved for emergencies and boat-to-boat initial contact. After contact, move to channels 68, 69, or 80.

We listen to weather channels 1, 2, 3, 4 or 8 (whichever gives the best reception) 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 reports identified as "Inland Waters of Western Washington". San Juan Sailing monitors channel 80 during office hours. The San Juan Sailing office phone is 1-800-677-7245

We have experienced analog interference when using the Wesmar Stabilizer while transmitting on the VHF radio. This can cause the boat to suddenly "jerk" when the transmit button is pushed. Please disengage the stabilizer before transmitting on the VHF.



ICOM M424 VHF Radio

Navigation Equipment

Navigation System:

The Furuno NavNet color chart plotter, Furuno radar, Furuno color depth sounder and Comnav autopilot are the primary navigation instruments. There is a second depth sounder to the right of the helm by the autopilot. The detailed instruction manuals for all of Odyssey's equipment can be found in the aft cabin in the port side compartment, opened by lifting the desktop lid. The manuals are stored in a marked clear plastic box.

Turn on "Radar/Sounder", "Chart Plotter", "Autopilot", "VHF", "Rudder Indicator" and "Nav Instrument". These switches are located on the DC panel.

The radar and depth sounder are both located on the same breaker labeled "radar"

- ⓘ **CAUTION: Please do not change settings randomly** "by guess and by golly" – getting this fixed later is expensive! Follow manual instructions; call for help if you are confused. The "quick version" of the manual is kept at the lower helm.
- ⓘ All navigation instruments are present at both helm positions. The C-map "chip" SD card for the NavNet chart plotter is in the lower helm unit. We have installed the latest 2015 chart update. The upper helm unit uses the lower unit SD card.



*Furuno NavNet vx2
Color Chart Plotter*

Radar:

The primary radar is a 42" analog open array system which connects to the lower helm unit. The flybridge unit is a separate system that connects to the smaller closed array, also mounted on the mast above the flybridge. Both systems automatically turn on when the DC radar breaker is turned on, however, they only activate when transmitter switch is turned on.

Radar's primary use is to sense sizeable objects and land masses that are within a 10-15 mile radius of the vessel. Odyssey's radar is mounted sufficiently high to allow for good visibility and minimal interference from other structures on the boat. When used properly, it provides a useful tool in monitoring the performance of the navigation and AIS systems by providing independent 'painted' images of other vessels and land masses that should be depicted already. In reduced visibility conditions, it is another tool to help the captain maintain situational awareness. Consult the manual for proper operation and settings. We encourage you to practice using the radar during fair weather conditions so that it is familiar and will be less daunting when conditions become more challenging.

Nautical Charts and Tide Tables:

Spiral bound MAP TEC charts of San Juan Islands are kept at the lower helm. Annotated paper charts of Strait of Georgia and Gulf Islands are stored in a drawer in the aft cabin under the island queen bed. Cruising guides, current and tide tables are will be found either at the lower helm or near the service manuals in the aft cabin library shelf area. Two sets of dividers are in the large “chart” drawer under the aft master berth.

Flybridge Navigation Equipment:



*Furuno
Radar*

*Westmar Bow
Thruster*

*Furuno
Chart Plotter*

Westmar Bow Thruster

As copied from above section on engine systems, the thruster may be operated from either upper or lower helm. It is **always turned on** and has it's own battery bank separate from the house or start batteries. The bow thruster should be used in short 2-10 second bursts to supplement use of twin propellers for docking maneuvers

Bow thruster



Westmar Rollfin Stabilizers

WESMAR's electronic stabilizing system automatically adjusts your vessel motion for maximum comfort, resisting up to 90% of roll in most seas. The result is smooth vessel motion that is continually and automatically adjusted for current sea conditions. Turn on by twisting sensitivity knob to 5 or 6, then press red button to engage.



Rollfin Stabilizer Console



Rollfin Stabilizers



Datamarine Depth Sounder



*Furuno Sounder
(turn on depth sounders with radar break-*



Flybridge Datamarine Depth Sounder

ComNav Autopilot

One word of caution:

An autopilot is a great tool as it relieves the helmsman from having to make frequent rudder inputs to hold a course or heading. But it is important to be on alert at all times, never should the helm be left unattended. Logs have a way of popping up when least expected and there is other pleasure and commercial traffic in our waters. We urge you to use the autopilot as a tool to take the drudgery out of steering the ship and allowing you to keep your eyes up and looking outside the ship. It's called maintaining situational awareness in the aviation world and is equally valid here.

Lower Helm ComNav Autopilot

The most basic use of the autopilot is to keep the vessel on the course you have chosen. If the autopilot breaker is on and the select switch is turned to standby, the compass course that lights up should be very close to the compass reading seen on the physical compass ball at the helm (Can you believe that we have non electronic / non digital objects in this day and age!). Moving the select switch to "Pilot" will do two things:

- ⊕ The autopilot will adjust the rudder to keep the Odyssey on course.
- ⊕ The helm steering wheel will completely disengage and become inoperable. The only way to recover operational manual control of the wheel is to disengage the autopilot by moving the switch back to standby or off.

To adjust the course you can either:

- ⊕ Disengage autopilot, change course manually then re engage autopilot or,
- ⊕ Push the red or green buttons to adjust the course by 1 degree for each push



Lower Helm ComNav Autopilot

Flybridge ComNav Autopilot Remote

Control is taken at the remote by pressing both its pushbuttons for one second. The decimal point on all displays will move to the REM.1 or REM.2 position.

The STANDBY, PILOT, AND NAV modes are the same as on the autopilot front panel, and the TILLER position permits direct control of the vessel's rudder angle, identical to the COMNAV201 remote.

To use the remote control, leave the autopilot in the STANDBY mode when you go up to the flying bridge. This will leave the vessel under the operator's control. At the flying bridge make sure that the remote switch is in the STANDBY mode. Press both push-buttons on the remote control and hold them down for one second until you see the decimal point move to either the REM.1 or REM.2 position.

When you want to go back to the main control unit, leave the remote in the PILOT mode so the vessel is under control. Walk back down to the lower helm and press both the red and green ARROW keys; hold them down for one second, until the decimal point moves back to the MASTER position.



Flybridge Comnav 211 Remote

Entertainment

TV and blue ray DVD:

New this year is a Samsung 28" HDTV flat screen with HDMI and USB inputs, and a Samsung Blue Ray DVD player. We have a small collection of DVD movies but feel free to bring your own. TV and

Kenwood Stereo System:

The CD, Bluetooth, USB, auxiliary input (3.5mm) and Ipod connection player has its own switch on the DC panel as well as a Power On/Off button on the instrument. You can plug your own device into the front of the radio auxiliary or USB port or use the wireless Bluetooth connection. The remote is located in the salon. Speakers in the salon, aft cabin and flybridge are controlled separately with volume controls at each listening area. Flybridge speaker volume is controlled with knobs under the flybridge console.

Flybridge

Canvas:

Removing the canvas is not recommended, unless done by SJY staff.
Be careful to leave navigation electronics covered and not exposed to weather or overnight dew

Stowage:

The forward seat contains (6) lifejackets. **Please take care to allow these items to dry before stowing.** There is a large ice chest kept on the flybridge. This is ideal for keeping iced beverages for your trip. Block ice will last longer but cubed ice is more easily found at the marinas in the islands.

Flags:

A U.S. flag on a flagstaff fits into the aft rail mount on the cockpit. While cruising in Canadian waters, fly the Canadian courtesy flag (kept in the drawer under lower helm seat) from the aft support cable on the port side of the flybridge (that holds the radar mast in place).

Cleaning Supplies:

Boat soap, deck brush, etc. are stowed on the port side of the aft lazarette.

Galley, Cooking, BBQ, Appliances

Microwave Oven:

Because the microwave switch on the electrical panel is not ON at all times, don't expect the microwave clock to stay set. You may need to press "Clear" before beginning your desired function. Make sure the inverter is on to give AC power from the batteries for operation when not on shore power or generator.

Stove:

Princess 3 burner electric stove and electric oven. The stove and oven need shore power A/C or generator A/C to operate (will not work with just inverter).

Using the Stove / Oven (called the "Cooker" on the A/C panel breaker)

First turn on the "cooker" breaker on the A/C panel. The oven has both bake and broil settings. There is a toggle switch on the left front of the stove that can be switched from oven to stove. When switched to oven, only two of the stove burners will work. This keeps the unit from drawing too much power.

Counter Tops:

Sink covers provide extra counter workspace. They are not cutting boards! Please do not cut or chop on the countertop. Please do not put hot pans from the stove or oven directly on the countertop or table. You will find a separate cutting board on the counter and heatproof flexible trivets in one of the galley drawers.

Drying Dishes:

A collapsible dish drainer set is located under the galley sink. Please take care to dry dishes and flatware thoroughly before putting away to prevent mildew and rust.

Small Appliances:

The hot water pot and Krupps coffee maker can be plugged into the GFI outlet under the microwave cabinet (above the countertop).

Vaccum:

A vacuum with attachments is located in the cabinet in the forward port Stateroom.

Refrigerator / Freezer:

Both located under the port side counter and completely refurbished for 2015. The fridge is next to the sink and the freezer just inside the port salon door. The control knobs for temp setting are inside the units. The on/off switches are in the engine room, on the forward starboard bulkhead. The refrigerator breaker on the main D/C panel only controls the small bar fridge on the starboard side behind the helm.

We keep a large portable ice chest on the flybridge for extra beverages. Block ice keeps longer but cubed ice bags seem more available in the islands.

Barbeque:

The Magma Catalina Bar-B-Q is mounted on the port side aft cabin rail. Please secure the lid and keep the canvas cover on when cruising. Propane tank and hose are attached and mounted near BBQ. Open BBQ lid and turn on gas by opening valve on tank. If auto-ignite doesn't function, use the butane lighter in galley utensil drawer. BBQ cooking utensils are in the galley utensil drawer. Wire brush for cleaning the grill is in the winch handle holder mounted on the Lifesling box mounted a few feet from the grill.



Gas Grill on aft cabin top

Crab Fishing and Cooking Equipment:

A crab pot with line and buoy is located on the aft of the flybridge. A bait box and measuring tool is located with the crab pot. The crab cooker pot and lid is located in the aft lazarette. When using the crab cooker on the electric stove, place the cooker on the left burner. Please vent the steam out an open window to protect the wood above the stove from moisture buildup. Please also use the galley vent by turning the switch on the D/C power panel.

A Note about Cleaning Windows:

For glass windows there is a spray bottle of vinegar based cleaning solution under the galley sink and a squeegee in both shower areas. NO Ammonia-based products, please.

Trash Compactor:

Needs generator or shore power to run. Breaker is on the A/C panel. Please use the provided extra thick and strong trash compacter bags.

Cabin Heater:

Odyssey is equipped with an ESPAR Diesel Furnace. When not on shore power, diesel heat is a comfortable option. There is no panel switch for it. Thermostats in each cabin operate independently. The diesel is drawn from the main diesel tanks. The red light means the thermostat is turned on; the green light means it is producing heat for the room in order to meet the temperature setting you have chosen. Each cabin is equipped with its own separate carbon monoxide monitor.



Espar Diesel Furnace Control and Carbon Monoxide Monitor

Head System

Waste Management:

We have two heads on board. Fore and aft heads are vacuflush electric and controlled by the foot pedal and switch on the side of the vanity. The “**electric head**” **switch** on the DC panel also controls the vacuflush system. The head uses fresh water to function, so make sure that the **fresh water breaker** is also turned on prior to using the head. Waste from the toilet always goes to the holding tank (we have “wired” the Y-valves in the holding tank position to prevent direct overboard discharge from the toilets).

The main cause of 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 a few squares of 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 not use excessive paper (fold don't bunch). Four or five squares per flush is recommended maximum.

Flushing:

Note that the Vacuflush system uses fresh water from the tank rather than seawater. This is an additional reason to monitor your water tank level daily. Fresh water tanks have monitor gauges on the right side of the helm, (131 gallons forward and 145 gallons aft.)

Flush by depressing the flush pedal beside the toilet bowl. If waste matter is solid, add a little extra water to the bowl before flushing by *lifting the flush pedal briefly*. When flushing solid waste hold the pedal down for about 10 seconds.

Holding Tank:

To pump out at a Pump out Station: Pump out access is through flush deck caps on the port deck, near the stern. (Use the same cap key as used for filling fuel and water)

Follow instructions at the Pump out Station. SJY has provided a list of pump out locations in the Guest Manual. When the holding tank is empty the indicator light on the holding tank gauge (in the master head) will turn green.

Discharging the Holding Tank:

To discharge the holding tank overboard under the allowable conditions turn ON the macerator breaker switch at the D/C panel and also use the timer switch on the right side of the helm labeled macerator. Please ask your check out captain to demonstrate use of the macerator.

Only when in “appropriate waters” (as explained in the skippers safety meeting before checkout), the waste holding tank may be pumped overboard. US waters are not appropriate for Discharge of waste overboard. Discharge is permitted in Canada except in harbors and near land. Please discuss this with your check out skipper. The Y-valves are set to direct all toilet drainage to the holding tank. Do not change the direction of the y-valves.

If you are boarded by the U.S. Coast Guard, and they ask to see the Y-valve, explain to them that the valves are positioned and zip tied so the heads pump only to the holding tank.

The vacuflush pumps are located in the engine room and the holding tank is under the closet floor in the aft stateroom.

Night Shut-off Switch:

Both heads are equipped with switches on the vanity cabinet beside the head, which allow you to turn the vacuum pump OFF (switch up) while sleeping to prevent the chance of a small break in the seal causing the pump to run unnecessarily for a prolonged period of time. Prolonged pumping not only disturbs your sleep, but also poses the risk of burning out the pump and/or running the battery down if not on shore power. Of course, when the switch is in the OFF (up position), you won't be able to continue flushing.

Tackle and Mooring Equipment

Anchors and Rhodes:

Odyssey carries a 60 lb. Manson Boss anchor in a pulpit fitted with a roller and 250 feet of 3/8" BBB chain lifted by a Lofrans Tigres electric windlass. The secondary anchor (Delta 45lb.) is in the port side aft cockpit lazarette. A shackle with 50 foot of 3/8ths inch chain and 300 foot 5/8 nylon rode are located in the bow pulpit spare locker under the cap for the port bow hawse pipe. The bitter end of each anchor rode is tied off in the chain locker with rope that can be easily cut in an emergency.



Magnum Boss Anchor

Chain Markings:

A 10' Yellow painted mark and yellow woven Amsteel at 100 ft, and 5' yellow painted marking and Amsteel at 150, 200 and 250 foot

Rode Consideration for NW Waters:

Anchoring in the Northwest, we usually do not have to follow Chapman's "7:1 scope minimum." It is common for boats with chain rode to use a 4:1 or 5:1 ratio (i.e., in a depth of 30 feet you let out approximately 120 to 150 feet of chain.) In addition, we have substantial tides: 10-ft. tides and occasional "minus" tides below chart datum are not uncommon. Be sure there will be sufficient water in your anchorage at low tide. Sound out the depth in your anchorage before dropping the hook and consult the tide tables for consideration of the minimum depth you will experience.

Anchoring Process:

- ⚓ Turn on Windlass power in power panel.
- ⚓ Anchor is lowered with foot switches on bow deck or from remote controls at helm while boat is backed up slowly away from anchor.
- ⚓ Mate on bow to monitor length of chain and to troubleshoot if it gets tangled.
- ⚓ When desired chain length is out, stop windlass.
- ⚓ Attach "snubber plate and lines" to anchor chain: Located in bow bench locker. Secure snubber lines through the bow hawse holes and to the bow cleats. Attach snubber plate to anchor chain beyond anchor roller. Snubber lines can be let out 10 to 15 feet so the plate is submerged.
- ⚓ Run out enough chain to form loop in chain so tension is transferred to snubber line.
- ⚓ Skipper reverse one engine gently to test the set of the anchor.
- ⚓ Turn off Windlass switch on panel.
- ⚓ Turn off engines and replace covers on electronics.

See instructions below for hauling anchor and washdown of anchor and chain.

Windlass Use:

- Ⓜ Turn on Windlass switch at electrical control panel in salon.
- Ⓜ Release anchor by removing the loop.
Lower anchor either by stepping on the up/down foot switches on bow deck or by remote
- Ⓜ windlass control at either helm. Lower the first few feet carefully to avoid damaging the pulpit
- Ⓜ as shackle passes through the pulpit's slot.
- Ⓜ Count the painted markings until the correct ratio is reached.

Please Set the anchor without excessive force! Odyssey weighs over 17 tons; take up the strain on the anchor rode gently to save our ground tackle.

Troubleshooting:

If the chain gets stuck while bringing it in using windlass, first check the compartment in the bow (access above forward berth). The chain could possibly tangle as it passes through the hawse pipe into the chain locker compartment. Straighten it out and continue. If this doesn't solve the problem, you can access the chain by opening the hatch to the chain locker in the v-berth.

Hauling in the anchor:

Don't use windlass to pull the boat forward as the anchor is hauled in. Move the boat forward at idle throttle to position over the anchor while the windlass hauls up the chain and anchor. To retrieve the 60 lb anchor, the direction of force will need to be straight up.

Emergency Manual Winch handle is located in the bow bench seat

Raising Windlass:

Before hauling in anchor, turn on Odyssey's engines. This ensures you will be ready to depart, and supplies extra power to the windlass.

- Ⓜ Before raising the anchor, attach wash-down hose to spigot at bow pulpit and make sure windlass switch is on.
- Ⓜ Press foot switch next to the windlass. Wash chain and anchor thoroughly as you haul them in.
- Ⓜ This prevents unpleasant odors from sea water and marine growth in the anchor locker and bilge.
- Ⓜ Remove the snubber line as soon as you can reach it.
- Ⓜ Please bring anchor up to the windlass carefully to protect the fiberglass around the roller from gouges. Gently guide the anchor into place without "snapping" the chain tight with the windlass. This shock can damage the windlass. Be sure anchor is stowed in its support and secured with the loop with some slack in the chain before getting underway.

Shore Lines (Stern Lines):

Why? It is common to use a stern line (but not a stern anchor) in protected bays (in most Desolation Sound locations, Todd Inlet at Butchart Gardens, Inati Bay near Bellingham) where there simply isn't enough room to have your own "swinging space" and still share the anchorage with other boats. In addition, the great water depths make anchoring very far from shore impossible.

How? Set anchor 75-100 feet from shore, with the boat backing toward shore during anchor setting. Be sure to keep clear of rocks near the shore and allow for Northwest tides, often 12 ft in our area, and up to 20 ft farther north. Then a stern line is put out, passed around a tree, and brought back to the boat, allowing you a "quick release" without having to go ashore when you're ready to untie. To get to shore, you will need to have the dinghy down, and have your mate keep the boat toward shore with bursts of reverse gear. Sometimes a helpful boater already anchored will help you by taking your line to shore for you with his dinghy---a neat "good deed" that you might reciprocate. We have met some nice boaters this way!

Using Odyssey's Shore line:

- Ⓢ Find the 600-foot shore line in a plastic basket stowed in the aft lazarette
- Ⓢ Once dinghy operator has run line to shore and back to the boat, secure both "ends" of line through the rounded stainless "Hawse Hole" in the transom to the stern cleat. Do not attempt to secure the line to railing; it is not strong enough to withstand the potential force on the line.

Mooring Equipment:

Dock lines are stowed for regular use at docks:

- Ⓢ Two 25-ft. stern lines.
- Ⓢ Two 25-ft. bow lines.
- Ⓢ Two 45-ft. spring lines.

Stowed in the aft lazarette:

- Ⓢ Extra dock lines and basket of shore tie line.

White Fenders: When not in use, store white fenders by pulling them up on the deck. Never cruise with fenders down; it is hard on fenders and you risk losing them.

In preparation for docking, put fenders out and adjust the lines so the fenders are barely above the water line. Typically, you will use 5 fenders on the side for docking.

Extra Fenders: Extra fenders are stowed beside the bow seat. They can be used for rafting to other boats or for extra protection if the docking situation puts another boat in close proximity to you. For this purpose, tie them to a stanchion or cleat as needed.

Boat Hooks: A floating, telescoping boat hook is in the bow seat lazarette. A spare is stowed on the stern cabin roof by the dinghy.

Remember that Odyssey weighs over 17 tons; these boathooks are not strong enough for "hooking the dock" at docking time.

Water Systems

Water Tanks:

Odyssey has two large fresh water tanks. The forward one holds 131 gallons and the aft tank holds 145 gallons. Each has a separate flush deck fill on the port side that The water gauges are located to the right of the helm and will indicate the levels when the fresh water breaker is turned on at the D/C panel (“F.W. pump”). You will note that the forward tank will not begin to empty until the aft tank is about 3/8 full.



Gray Water:

The water from the sinks and showers is considered “gray water” and is drained directly overboard. The sinks drain by gravity but the showers have a drain pump switch (push/pull) that is located at waist level in each shower. The breaker for these pumps is at the main D/C panel labeled “**drain pump**”.

Filling Fresh Water Tanks:

The 2 fresh water tanks (in engine room and at the base of forward stairs) are filled through two flush deck fill plates on port side.(forward tank 131 gal engine room tank 145 gal). Each fill cap opens with the cap key wrench found in each doorstep locker (port and starboard) in the main salon. Please taste the water before filling the tanks using only a good source of potable water. Please use the water hoses in the aft deck lazarette. We have two fifty foot water hoses meant for filling the water tanks. **Please never use the hoses at the pump out stations as they are frequently placed in the holding tanks of boats to rinse them out.**

We often bring five or more gallons of drinking water on board for making our coffee and tea. The fresh water in the tanks works great for washing dishes, washing hands and taking showers. It is potable and clean but not as fresh as we prefer for drinking.

Washdown:

There are two freshwater and two seawater wash-down spigots: one of each in the aft cockpit and at the bow by the anchor windlass. Use the seawater to wash the anchor chain. The blue coil hoses are kept in the bow seat lazarette.

Sea Water:

To use this, the SW breakers on the DC panel will need to be switched on. There are two pumps, one for the bow washdown and one for the stern. Each have their own breaker on the D/C panel.

Use of Shower:

- ⓘ “Drain Pump” breaker switch on electrical panel must stay ON at all times. This pump drains both showers.
- ⓘ After showering, please wipe up water spills on wood areas around shower.
- ⓘ Hang wet towels so they are not left up against wood surfaces. (Moisture turns wood black and encourages mildew.)
- ⓘ Please use squeegee on shower walls after shower.

TIP:

To conserve your water supply, after adjusting hot and cold to desired temperature, use the showerhead hand piece to turn the water on and off while lathering and rinsing.

Hot Water Heater

The hot water heater is in the engine room on the port side and draws from the main fresh water tanks. It has an 18-gallon reservoir of hot water that is heated using the shore power or generator A/C power and draws 1500 watts. The breaker for the hot water heater is on the main A/C panel.

Spare Parts Location

Engine Spare Parts

You will find the spare parts in orange tackle boxes in the engine room on the floor between the engines and in the compartment under the removable boards under the v-berth cushions.

Tool Kits

In bottom drawer under port side of aft queen bed

Miscellaneous Spares

These include vacuflush parts and duckbills
In orange tackle boxes

Emergency Equipment

Fire Extinguishers

Located in main salon, forward and aft cabins, engine room and on flybridge. Please Identify these with your checkout skipper before departure.

First Aid Kit

Located in cupboard between sink and toilet in forward head.

Flares and Air Horn

In cupboard between starboard cabin door and helm seat

Life Sling

Attached to stair railing aft of flybridge in fiberglass case. Directions for use are on the fiberglass case for Lifesling. Use it like you would use a ski rope to circle around a down skier in the water.



Life Sling 3 Overboard Rescue System



EPIRB Emergency Position Indicating Radio Beacon sends a distress signal to satellite systems to pinpoint your location anywhere in the world. It is registered with NOAA and the USCG. On Odyssey it is kept at the top of the stairs to the Flybridge.

EPIRB:

with current registration and batteries located next to mast on aft of flybridge

Thouh Hull Wooden Plugs:

Tethered to each through hull.

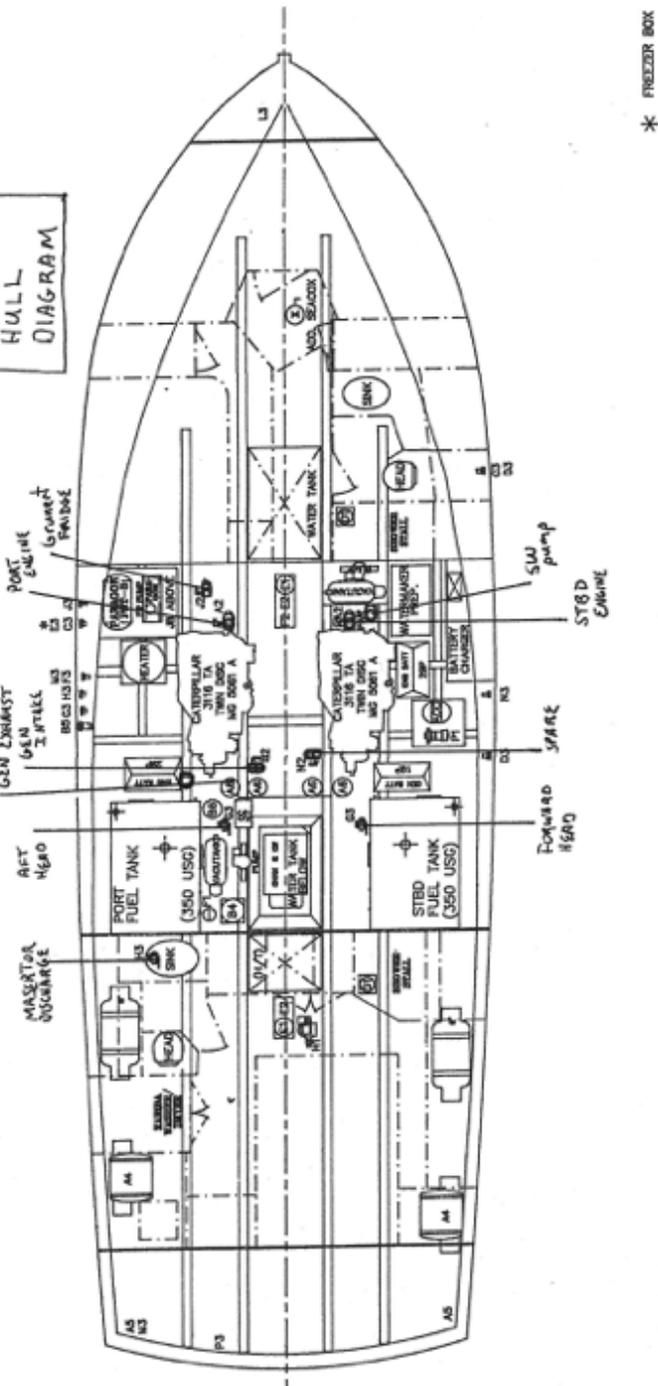
Emergency Tiller and Sea Anchor:

Located in the aft cockpit lazarette.

Through Hull Diagram

THROUGH HULL DIAGRAM

GB 46CL ENGINE ROOM LAYOUT



* FREEZER BOX

ITEM	QUANTITY	PUMP	INLET	OUTLET	MUFFLER	EXHAUST	FILTER	VENT	COMPRESSOR	TREATMENT UNIT
P. SW. DECK WASH	1	1	1	1						
N. WATERMAKER (PREP)	1	1	1	1						
M. WASHER/DRYER	1									
L. FW. DECK WASH	1									
K. AIR CONDITIONING										
J. CABINETS	1									
H. HOLDING TANK (HVT)	1									
G. HEAD	2									
F. MANUAL BLUE PUMP	1									
E. ELECT. BLUE PUMP	2									
D. SHOWER	2									
C. SINK	3									
B. GENERATOR	1									
A. ENGINE	2									
		1	2	3	4	5	6	7	8	9

Checklist to Review with Checkout Skipper

Connecting and disconnecting shore power

Use of dock lines

Count the number of fenders and demonstrate how to deploy them and re tie.

Use of the windlass and snubber, anchoring system

Location of secondary anchor in aft, portside lazarette and how to attach it to the anchor chain and rode kept in the bow portside chain locker

Use the davit and remote to deploy and recover the dinghy

Dinghy anchoring system

AC and DC electrical panel

Understanding of battery management and use of the inverter /charger and generator

Show how to use AC power away from shore power by starting and stopping the generator.

Vacuflush head system, including following the path from head to holding tank.

Pump out for holding tank

Macerator and through hull for discharge of the holding tank overboard in the appropriate setting

Checking and filling the fluid levels in the engine compartment for oil and antifreeze coolant

Checking fuel filters for contamination and water

Checking sea strainers and through hull for eel grass and other contaminants

Use of sight tubes for filling the diesel fuel tanks

Locate all through hulls

Location of engine spares, other spares, spare oil and antifreeze/coolant

Starting and stopping the engines

Checking the engine temperatures and presence of water in the exhaust at the stern transom

How to open the fill caps for diesel and water

Location of all safety equipment including life vests, fire extinguishers, flares and air horn

Use of navigational instruments. GPS, radar, sounder, compass and autopilot

Roll fin stabilizer

VHF radio and MMSI distress call procedure

Use of the oven/ stove (generator/shore power)

Microwave using inverter

Use of Espar diesel heater

Location of charts

Location of tools / spare parts

Location of systems manuals

Use of sound system

Use of television/DVD Blu-ray

Use of washer/dryer



ODYSSEY

SAN JUANS AND BEYOND