OPERATIONS MANUAL

STELLAR VIEW

Welcome aboard!

Thank you for choosing **"*Stellar View*"** for your charter vacation. We are sure you will enjoy her as you cruise the magnificent San Juan and Gulf Islands. She is a very comfortable boat and easy to maneuver.

Every effort has been made to assure you a carefree and memorable experience.

There are quite a few systems on a boat. This manual will walk you through the primary systems you will be using and answer any questions you may have about their operation. The manual also walks you through the process of anchoring and mooring buoys, two of the more involved boating operations. San Juan Yachting/ San Juan Sailing customer service personnel are also available to answer questions not addressed in this manual. **1-800-677-7245.**

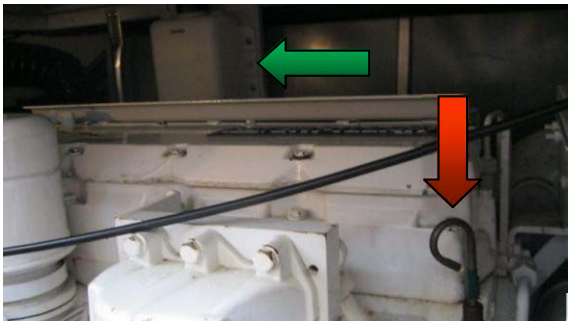
TABLE OF CONTENTS

BOAT OPERATION

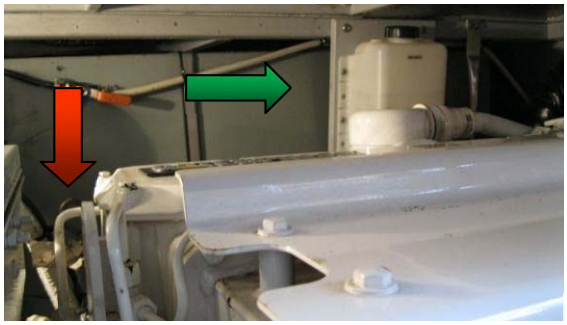
Engine Inspection

The engines are the most important system on the boat. The Caterpillar engines on *Stellar View* are very efficient and dependable. It is important to assure they remain that way during your charter.

Remember your **"W.O.B.B.S."** every morning: **W**ater (Coolant), **O**il, **B**ilges, **B**elts and **S**ea Strainer.



Starboard Engine Coolant Tank and Oil Dipstick



Port Engine Oil Dipstick and Coolant Tank

Check the level of COOLANT in the expansion tanks. At least 1 inch of coolant in the tank when the engines are cold lets you know you have adequate coolant.

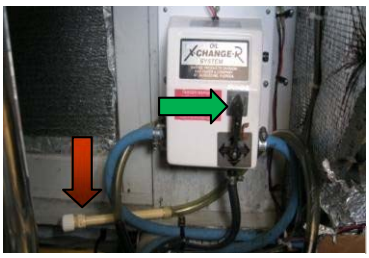
Check the level of OIL in each engine by checking the dipsticks located towards the rear of the engines. The starboard engine dipstick is on the side facing center. The port engine dipstick is a little awkward, being on the side facing the hull. Both dipsticks are designed to flex, allowing the oil to be checked without lifting the main hatches. Please use a paper towel or oil rag, not the dish towels! Look at the etch marks on each dipstick that indicate the proper oil level. Only fill if oil levels are at or below the low mark. The high/low marks on the dipstick represent approx. 1 qt. The oil fill is the black cap on top of the engine towards the front.

CAUTION: DO NOT OVERFILL OIL!

Note: *Should you need to add oil or coolant, the large engine hatches will need to be removed. Remove one hatch at a time so you have a place to move the foot stool and aft couch. The* ELECTRIC OIL CHANGER *is an alternative way to add oil without removing the large hatches. See Below.*

Electric Oil Changer

There is an ELECTRIC OIL CHANGER on the back bulkhead (wall) in the center of the engine compartment.



Oil Changer Pipe/Hose and Control Switch

Oil Changer Flip-Down Toggle Cover

Oil Changer Engine Selector

To operate the system, pull the Flip-Down Toggle Cover at the top of the pointed end of the Control Switch. Turn the Control Switch counter-clockwise, pointing to the left, for the Port Engine; clockwise, pointing to the right, for the Starboard Engine. Unscrew the cap on the Pipe/Hose and insert into a gallon oil container, making sure the pipe is all the way to the bottom.

Hold the toggle switch UP for 3 to 5 seconds and check the oil level. The oil goes directly into the oil pan so the level can be checked right away. Add more oil if necessary. If too much oil is added, hold the toggle down to pump oil back into the oil container. CAUTION: DO NOT OVERFILL OIL! When done, wipe the Pipe/Hose with paper towels and replace the cap.

Inspect the BILGES for any signs of oil, fuel or transmission fluid leaking and excessive water. If evidence is found, call San Juan Yachting before starting the engines.

The BELTS are covered by a cowling and not readily visible. However, look for black belt dust on the front of the engine. If observed, call San Juan Yachting before starting the engines.

Ensure the valve on each SEA STRAINER raw water thru-hull is in the **'open'** position (lever in-line with hose). Use a flashlight to look through the glass of each sea strainer for debris. If debris is present, close the seacock, open the strainer cover by loosening the wing nuts, clean the strainer, and reassemble.

REMEMBER TO RE-OPEN THE SEACOCKS. Before you close up the engine compartment, start the engines and check the sea strainer for leaks.

Removal of Engine Hatches

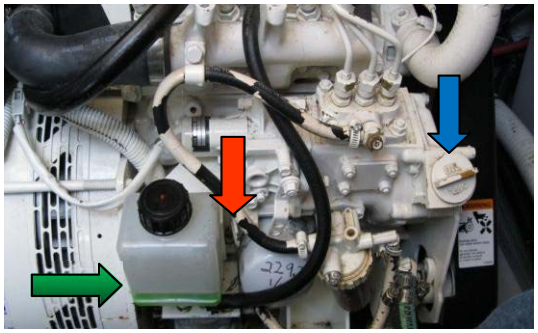
If you need more access to the engines, such as to fill coolant expansion tanks, you will need to remove the large hatches over the engines. Remove one hatch at a time.

For the PORT HATCH, you will need to get a Phillips screwdriver to remove the two screws above the bottom step leading to the aft deck. Open the bottom step and release the catch on the right hand side as you are looking at it. Move the step out of your way. Lift the hatch at the dinette end until it clears the settee, raise the other end enough to clear the hatch frame and move the hatch towards the center of the boat. Reverse this procedure to replace the hatch.

For the STARBOARD HATCH, move the aft section of the couch and the footstool to the Port side of the salon. Push the center leading edge up until you can grip the hatch. The remaining section of the couch will raise up with the hatch. Slide the hatch out from under the couch. Reverse this procedure to replace the hatch.

Generator Inspection

Follow the same "**W.O.B.B.S**." check list for the Generator.



Generator Coolant Tank, Oil Dipstick and Oil Fill

Start-Up

Before starting the engines, do your inspection. Make sure the GEARSHIFTS are in 'neutral', or the engines cannot be started because of the "neutral lockout". THROTTLES should be run up and down and then brought almost back to the idle position. Insert both keys into the IGNITION SWITCHES. Normally, plan to start the starboard engine first.

Turn the key clockwise partially until the ENGINE ALARM sounds and pre-heat the engine for about 10 seconds. Turn the key fully clockwise to engage the starter. If the engine doesn't start right away, turn the key off and turn it back to engine alarm/preheat for another 10 seconds. If the starter does not engage when the key is turned, move the gearshift lever slightly until you find neutral and try again.

If the engine cranks slowly or fails to turn over, check the condition of the battery on the ELECTRICAL PANEL. If the battery is low, try the PARALLEL START switch located on the instrument dash to connect the other engine battery. While holding the Parallel Start switch down, start one engine. Let the switch return to off, wait a few minutes, then start the second engine.

Battery Parallel Start Switch

Check the exhaust at the stern corners to verify exhaust water is visible. If not visible, shut the engines off. Check the sea strainers again, make sure valve is open (handle in line with hose) and the strainer is clean. If everything checks out ok, call San Juan Yachting before starting the engines again.

If the engines have proper exhaust water, move the THROTTLES to raise the engine speed to 1000 rpm on the TACHOMETER. Warm the engine for about 5 minutes before engaging transmission.

Observe the readings of the gauges. The oil pressure will register about 40 PSI. If oil pressure is low, check the engines again for oil levels and a possible oil leak. The engine temperature should rise slowly to approx. 180 degrees. If the temperature climbs higher, slow the engines or stop them when you can and check the engine coolant and sea strainers. Call San Juan Yachting if you can't find the source of either an oil or cooling problem.

Shut-Down

Before shutting down, allow the engines 'idle' for about 5 minutes to cool them gradually and uniformly. The time engaged in preparing to dock the boat is usually sufficient. Ensure each GEARSHIFT is in the 'neutral' position and each THROTTLE is in the 'idle' position. Turn off engines by turning the ignition key counterclockwise.

Getting Underway

Turn the Shore Power breaker on the Electrical Panel off or the breaker on the dock. Disconnect and store the shore power cord (see 110-Volt next page). Close the PORTHOLES, WINDOWS, and FORWARD HATCH. Turn on your VHF and electronics. ASSIGN crew members their various positions. Once outside the marina, idle the engines while crew brings in fenders and lines.

Cruising

Engage the GEARSHIFTS. Ensure the throttles are in the 'idle' position before engaging the gearshifts to avoid transmission damage. Cruising speed is a maximum of 2200 RPMs. If you run at 1200 to 1400 RPMS you will cruise at 8 to 10 knots and use only approx. 6 gallons of diesel per hour. Your speed and fuel consumption will vary depending upon the weight and load of the boat and weather conditions. TRIM TABS can be used to raise/loser the bow for best ride and fuel consumption and to level the boat.

Trim Tab Controls

Note: *Avoid higher engine speeds as it causes $higher fuel consumption$, higher engine temperatures and possible engine damage.*

Fueling

OPEN FILLER CAP(S) located on each transom corner with the DECK FITTING KEY which is kept in the wet bar upper locker.

MAKE SURE YOU HAVE THE RIGHT FUEL! DIESEL! DIESEL! DIESEL! MAKE SURE IT IS GOING INTO THE RIGHT DECK FILL! DOUBLE-CHECK!

Before pumping, have an oil/fuel absorb handy to soak up spilled fuel. You should have a rough idea of the number of gallons you will need by the fuel gauge. Have someone turn on the key to watch the fuel gauge.

Place the DIESEL nozzle into the tank opening, pump slowly and evenly, and note the sound of the fuel flow. Pumping too fast may not allow enough time for air to escape, which may result in spouting from the tank opening. As the tank fills, the sound will rise in pitch or gurgle. Pay attention to the TANK OVERFLOW VENT on the outside of the hull near the tank opening. The sound may indicate that the tank is nearly full. Top off carefully, and be prepared to catch spilled fuel. Spillage may result in a nasty fine. Replace each tank cap. Turn on blower before starting engines.

Caution -- Clean up splatter and spillage immediately for environmental and health reasons. Wash hands with soap and water thoroughly.

BOAT ELECTRICAL

The electrical system is divided into two distribution systems: 110-volt AC and 12-volt DC.

The systems are controlled from the AC/DC ELECTRICAL PANEL located by the salon entry steps and the BATTERY SWITCHES are found in the salon floor access panel closest to the galley. When not connected to shore power or using the generator, batteries are providing all power. Therefore, monitor the use of onboard electricity carefully with the volt and amp. meter located on the AC/DC Electrical Panel and turn off electrical devices that are not needed.

The individual breakers are labeled by colored dots. **Green** signifies "usually on" during charter. Yellow signifies circuits turned on as needed, and off when not. **Red** is "usually off" and are not used unless directed by San Juan Yachting. **Blue** dots are for the convenience of the cleaning crew by identifying circuits they will use. Breakers labeled "Leave On" are to be on at all times during the charter.

110-Volt AC System

You have 3 sources of 110 volt service: Shore Power, Inverter and Generator.

Shore Power

Shore power supports all AC equipment and receptacles on board, as well as the battery chargers. Before connecting or disconnecting shore power, make certain the main 110 volt breaker on the electrical panel is off or, if available, the breaker at the shore power outlet on the dock is off.

Once the shore power is hooked up, open the breaker(s) and check the voltmeter on the electrical panel to make sure you are getting power and that the Reverse Polarity warning light is not on.

Most marinas will provide 30 amp. service, which is the rating of the power cord. However, if needed, there are adapters for 15 and 20 amp. dock service in the locker over the aft deck sink.

Note: *Watch the amp. meter for load. If the load exceeds the service provided, the main breaker will trip. If this occurs, turn off one of the systems (i.e. water heater) and reset the breaker. Repeat this process if the breaker trips again.*

If an AC outlet fails to work, check the GFI on the aft deck outlet by the wet bar or lowest access below entertainment center to make sure that they has not been tripped. It has a push button reset.

Inverter Power

Stellar View is equipped with an inverter for your convenience. It provides 110 AC to the outlets, the entertainment systems and microwave when you are not on shore power or using the generator. It draws power from the house batteries.

Use conservatively and keep an eye on the battery meter on the charger/inverter control adjacent to the electrical panel. If batteries get low (below 12.5 volts), start either the engines or generator to charge the

batteries. The inverter is switched on/off at this same control. The Inverter system is to be left off until you need Inverter power. Remember to turn the Inverter off when you are done using Inverter power.

By pushing the Meter Mode button, you can scroll through different readings of the condition of the batteries, such as the % charged and remaining amps.

Inverter Control Panel and Meter Mode Switch

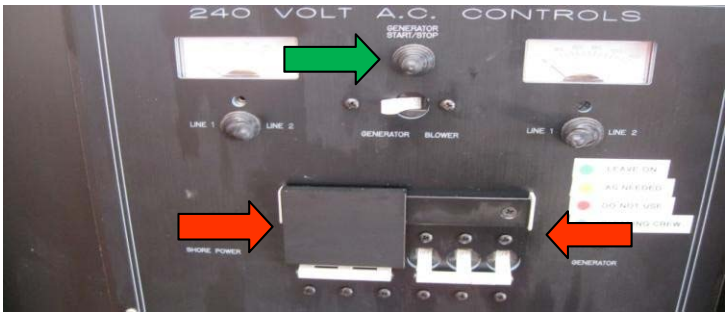
Note: *The inverter's available power is limited by the capacity of the house batteries. High amperage appliances such as hair dryers, coffee makers, toaster and space heaters will quickly deplete the batteries. To use these appliances, start the engines or generator.*

Note: *The inverter does not provide power to the water heater or the battery charger.*

When connected to shore power, the inverter automatically becomes a battery charger for the 12 volt house and engine batteries. Should you detect the inverter failing to charge the batteries, check the circuit breaker in the AC panel and the Charge on/off switch on the inverter control panel.

Generator Operation,

To start your GENERATOR, first check that both AC breakers are off and your generator's fluids are topped off and the raw water intake is open. Hold the left/right Generator toggle switch left to "Start" until the generator starts, usually right away. If it doesn't start quickly, release the toggle switch, wait 10 seconds and try again. Let the generator warm up for 5 minutes. Slide to breaker cover to the left and flip the Generator/House AC main breaker up to "on".



Generator Start/Stop Toggle Switch, Shore Power and Generator AC Breakers

To shut the generator off, first take off the load by flipping the Generator/House AC main down to off. Let the generator continue to run for 5 minutes to cool down. Then push the Generator toggle switch right to "Stop" and hold until the generator stops.

12-Volt DC System

The 12 volt battery system includes two house battery banks, a generator starting battery and two engine starting batteries.

The BATTERY SWITCHES for the house battery banks are located under a floor hatch just forward of the Engine Room hatch. These switches control all the DC power on the boat and are to be left on at all times. These switches are only to be changed if directed by San Juan Yachting personnel.

Note: *Do not change the position of the switches while the engines are running or the alternator diodes will be damaged. Only Change positions with the engines off.*

Your 12 volt panel shows all the systems supported by your batteries. Primarily you will be turning on the breakers for your lights, water pressure, electronics, etc. Bilge pumps should always be left on.

House Battery Bank & Switches

The HOUSE BATTERY BANK provides power for all DC systems, except the engines and the automatic bilge pumps. When disconnected from shore power, all 12-volt devices drain the house battery. Use devices as needed. The DC amp. meter on the Electrical Panel will tell you how much battery power you are using.

When a battery bank is being charged, the voltage will read from about 13.1 volts to 14.4 volts, depending upon state-of-charge of the battery bank. When the battery bank is at rest (that is, not being charged), the DC voltmeter on the Electrical Panel will give a rough indication of the state of-charge of the battery bank. (See section on Inverter/Battery Charger).

All batteries are charged by the engines while underway and by the Inverter/Battery Charger when connected to shore power or using the Generator.

Voltage (Wet Cell Battery)	**Battery State**
12.65 volts	100%
12.47 volts	75%
12.25 volts	50%
11.95 volts	25%
11.70 volts	0%

Note: *Do not let voltage drop below 12 volts as it could cause damage to certain systems. Start the engines or generator to charge.*

SANITATION SYSTEM

Marine Toilet (Head)

It is important that every member of the crew be informed on the proper use of the marine toilet. The valves, openings, and hoses are small and may clog easily. If the toilet clogs, it is YOUR RESONSIBILITY! Always flush the head for children, so you can make sure nothing foreign is being flushed.

Caution *– **Never** put paper towels, tampons, Kleenex, sanitary napkins, household toilet paper, or food into the marine toilet. Use only marine toilet tissue. Use of an extra cup or two of water from sink added can help the process flow easier, if needed.*

The toilets are electric macerator type, meaning that when you push the floor button to flush, sea water is pumped into the toilet at the same time as waste is removed, macerated and pumped to the holding tank. Flush for 5 to 10 seconds to make sure everything reaches the holding tank.

Holding Tank

The sanitation holding tank has an extra-large capacity of 60 gallons. Figure an average of 1 gallon per flush. Monitor the use of the heads to estimate when to pump out. The holding tank level gauge is located in the upper right galley cabinet (above the microwave oven). It will start to register when the tank is approx. ½ full.

Even with this large capacity, we suggest you pump out at every opportunity, at least every 3 days or so. With an overfilled tank, it is possible to break a hose, clog a vent, or burst the tank. The result will be an indescribable catastrophe! An expensive repair to you.

The holding tank is emptied in one of two ways:

#1 - At a Marine Pump-Out Station, remove the waste cap located on the front port side deck. Insert the pump-out nozzle into the waste opening. Make sure it is a snug fit! Turn on the dock pump and open the valve located on handle. There is a clear plastic section on the nozzle to monitor the flow of waste. When pumping is finished, close the lever on handle and turn off pump. Remove hose nozzle from deck fitting.

If there is a fresh water hose on the dock, rinse the tank by adding 2 minutes of water into tank. Then re-pump to leave the tank clean and ready for re-use. This also helps eliminates odors in the head.

#2 - The tank's contents can be discharged overboard by using the holding tank macerator pump. To accomplish this, open the thru-hull holding tank discharge valve, located aft of the holding tank. The holding tank is located below the galley/salon floor, accessed from the large hatch in the galley/salon floor. With the hatch left open, go to the DC electrical panel and locate the Macerator breaker switch. Flip this switch on and listen to the pump. When the pitch of the pump rises and the pump noise diminishes, the tank is empty and flip the switch off. **Close** the holding tank discharge valve. Note: *It can take up to 10 minutes to pump out a full Holding Tank.*

OVERBOARD DISCHARGE OF THE HOLDING TANK IS ONLY ALLOWED IN THE OPEN WATERS OF CANADA. IT IS *ILLEGAL* TO DISCHARGE A HOLDING TANK IN U.S. WATERS.

WATER SYSTEM

Fresh Water Tank

The fresh water tank holds 100 gallons. There is a water level gauge in the upper right galley cabinet (above the microwave oven).

To refill the tank, remove the Water Cap located on the starboard corner of the transom, on the steps. Make certain you have the Water Tank, **not the Fuel Tank**. DO NOT fill water and diesel at the same time!

Note: Waste water from the sinks and showers goes directly overboard.

Fresh Water Pressure Pump

The WATER PRESSURE PUMP is located in the forward hold under the galley. Switch the pump on at the DC panel by turning on the breaker. If the water pump runs continuously, you are either out of water or might have an air lock and need to bleed the system by opening up a faucet.

Hot Water Tank

The HOT WATER TANK has a 10 gallon capacity and is heated electrically when connected to shore power or running the generator.

When heating electrically, by shore power or generator, make certain the Water Heater breaker is switched on.

CAUTION: If you run low or out of water **TURN OFF THE HOT WATER HEATER BREAKER on the AC panel. Serious damage can occur**!

- The Espar hydronic heater also heats the HOT WATER TANK while making heat available in the boat.

Showers

Before taking a SHOWER, make sure water pressure and shower sump breakers are on. You can conserve fresh water by taking very short "boat" showers (turning off water between soaping up and rinsing). The showers drain into a catch basin with a pump and automatically discharge shower water. To keep shower tidy, wipe down the shower stall and floor. Check for accumulation of hair in the shower and sink drains. An additional FRESH WATER SHOWER is located on the transom. Ensure that the faucets and nozzle are completely off after use.

GALLEY

Stove/Oven

The galley is equipped with a 3 burner electric stove. It only works when on shore power or the generator is operating.

Refrigerator

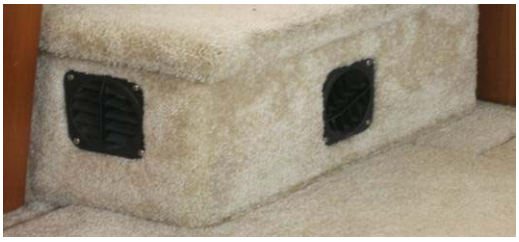
The REFRIGERATOR is dual voltage (12-volt and 110-volt power). It will automatically use 110-volt power when the shore power is connected or when the generator is operating; otherwise, it will operate on 12-volt power. Monitor the use of the refrigerator when the engines or generator are not charging the 12-volt battery system. The temperature control is located on the top front of the refrigerator. It can be turned down to the lowest position or turned off at night when anchored to preserve battery power.

Aft Deck Refrigerator

The aft deck ice maker has been converted to an additional refrigerator/beverage cooler. To use, turn the AC breaker on marked “Aft Deck Refer”. This unit does not have a temperature control.

HEATING SYSTEM

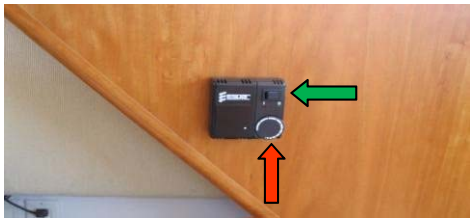
Heat is provided by a hydronic system. It is a diesel furnace that circulates hot water through heat registers located in the salon, each cabin and the fly bridge. There is a high/off/low fan switch which controls the amount of hot air from each register. The register vents are adjustable to direct heat.



Heat Register

Heater Fan Control

To operate the diesel furnace, turn the unit on at the control on the starboard side over the dinette settee. A green light will come on. You can set the dial for how much heat you want on this same control. It takes 5 to 10 minutes to generate heat. Note: *This system also automatically heats the hot water tank. If you want to heat the hot water tank only, turn on the system and simply turn off all the register fans.*



Diesel Heater Control _ Temperature and **On/Off**

CAUTION: The exhaust vent for the diesel heater is on the port side of the hull, approx. 2/3 of the way forward. It puts out extremely hot air. Make certain nothing is in front of this exhaust vent, such as lines or fenders. If you are rafted next to another boat, make sure your port side of vessel is to outside.

Note: *There are portable electric heaters in each cabin closet for your convenience while on shore power or generator.*

ELECTRONICS

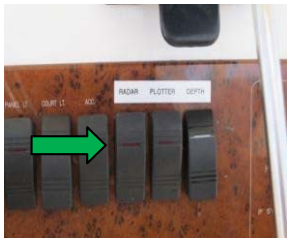
All electronic manuals, including the Silverton manuals, are located on the port side under the shelf behind the dinette settee aft.

VHF Radio

There are 2 VHF RADIOS. The first is located at the fly bridge helm. The second is a portable radio in a charger by the DVD player. This radio is handy to take on the dinghy. Always monitor channel 16 while underway. The call sign to use is "*Stellar View*".

GPS Chart Plotter/Radar/Depth Sounder

Stellar View equipped with a RayMarine Hybrid Touch-Screen Chart Plotter that is integrated with a Depth Sounder and Radar. Being a Hybrid, it works both with Touch-Screen and Soft Key. This unit serves as an aid in navigation and does not replace the accuracy or key data available on a paper chart. Note: *Whenever in doubt, check the paper charts*.



Power Switches

ACCEPT and Power Button

Chart Function

There are 3 Power Switches on the helm control panel, one for Radar, Plotter and Depth. First, push on the switches for Plotter and Depth. Push and release the Power button on the RayMarine unit. You will not hear any "beep". When the unit comes on, you will see an "ACCEPT" prompt. The general directory of functions will appear. Select Chart. You will see the following chart display with GPS position across the top and depth in the lower left corner.

Depth and Position

RADAR function is activated by first pushing the dash board Power Switch for RADAR on. Press the HOME selection in the upper right-hand corner on the touch-screen. The "Functions" screen will appear. Select RADAR. The RADAR screen will show "standby" on the right column of prompts. Hit this and it will change to "On". The screen will tell you how long before the RADAR begins transmitting.

Note: *The Radar Overlay function will not operate unless the boat is in motion.*

To return to Chart, touch the Home button and press Chart on the "Functions" screen. For more detail about operating the Raymarine, see the Raymarine manual in the storage behind the aft dinette settee.

Note: If at any time while changing functions or Power Switches, the Raymarine shuts down, hit the Power Button on the unit to restore.

AutoHelm

There is a CETREK AutoHelm on the fly bridge control panel. Unless you are well-versed and experienced in using autohelms, we strongly suggest you not use it.

ENTERTAINMENT SYSTEMS

DVD/CD Players

In the salon, you will find a Vizio flat-screen monitor and two DVD/CD players. The Samsung DVD/CD player under the TV is used for DVDs. The Bose system will play your music once plugged in and Bose system turned on and AUX button on top pushed. There is a collection of DVDs and CDs in the cabinet under the Phillips player and in the basket under the TV.

ANCHORING & MOORING BUOYS

The primary WORKING ANCHOR is a Bruce plow style, the most common anchor in the Pacific Northwest and is effective in most types of seabed. It is attached to an all chain rode of 250 feet. The chain is color-coded so you can gauge how much chain you have out as follows:

- 50 ft. **RED**
- 100 YELLOW ft. –
- 150 ft. YELLOW –/ **RED** / YELLOW
- 200 ft. – **BLUE**
- 250 ft. – End Of Chain

The WINDLASS CONTROLS are located at the helm and at the bow next to the windlass. We suggest using the bow controls when raising and lowering the anchor for better visibility of the anchor and chain.

There is a cruising safety connected to the chain by a shackle. BE SURE TO REMOVE THIS SHACKLE BEFORE RAISING OR LOWERING THE ANCHOR. This is done by turning the pin where connected to the chain to the release point and the pin can be pulled out of the chain. DO NOT USE THIS CRUISING SAFETY CABLE WHEN AT ANCHOR.

Lowering the Anchor

Tap gently on the 'down' foot control to lower the anchor. If necessary, guide the anchor over the anchor roller to start the anchor dropping under its own weight.

Let out appropriate ANCHOR RODE (chain) for the depth and tide conditions. Note*: If the anchorage is crowded, put down the minimum scope of 3 to 1 (60 feet for 20 feet of depth).* Set the anchor by putting the boat in REVERSE, give it a little throttle and keep in gear until boat starts to move backwards and then put it in NEUTRAL. You should see and feel the boat stop when the chain becomes taught and the boat begins to slowly move back forward as the chain settles**.** If this doesn't happen, repeat the anchor setting process. Once the anchor is set, let out additional scope as conditions warrant.

Note: *There is an anchor bridle in the lower cabinet of the wet bar and it should be used whenever at anchor. Once the anchor is set, slip the notched metal plate over a chain link. Run the line through the chock and secure the end to a deck cleat. Carefully let out the chain until the line is taught and there is some slack in the chain between the bridle plate and the windlass. This takes the strain off the windlass and "quiets" the chain noise for those in the forward cabin.*

Raising the Anchor

Before raising the anchor, ALWAYS start the engines as the windlass uses large amounts of battery power. You are going to drive the boat to the anchor. DO NOT USE THE WINDLASS TO PULL THE BOAT TO THE ANCHOR. The person on the bow can direct the person at the helm as to direction to steer and when to stop (when the chain is straight down). Every time the chain is straight down, press the 'up' foot control. Repeat this process until the anchor is visible. Pause periodically and let the windlass cool a few

seconds if you are raising a lot of chain. Then use short taps on the 'up' button to ease the anchor over the anchor roller. Do not pull the chain taught with the windlass. Leave a slight slack in the chain and secure with the cruising safety cable.

Note: *If the chain and anchor have mud attached, leave the muddy portions in the water and have the person at the helm put the boat in reverse. Stop the boat when the mud is washed away and begin raising.*

Note: *Should the windlass fail, there is a winch handle in the starboard aft deck locker next to the steps leading up to the fly bridge to be used to bring in the anchor manually. This handle is also used to tighten the clutch.*

Spare Anchor

There is a spare Danforth type anchor on board. Some anchorages require a stern anchor. The anchor, along with 300' of nylon line and a shackle to join the two, are stored in the forward fly bridge locker.

Mooring Buoys

The State Parks Sticker on your vessel allows you to tie up to MOORING Buoys in the parks for free. You will still need to register at the kiosk, usually located at the head of the dock or on a kiosk. Along with boat information, you will need to write in the decal number from the State Parks Sticker or from the State Parks receipt in the Gray Manual.

Mooring buoys have a metal triangle at the top on which sits a metal ring. The metal ring is attached to the chain which is anchored to the seabed. IT IS VERY HEAVY. The strongest member of your crew should be picked for this job and it is a two person task.

Come up to the buoy into the wind as you would for anchoring. Have crew members on the bow, one with a boat hook and one with 2 long mooring lines. As you are coming slowly up to the buoy, have the crew holding the boat hook point at the buoy with the hook so the skipper always knows where it is. While the skipper holds the boat in position, hook the ring and bring it up to the boat to allow the other person to thread the ring with the 2 lines. Slowly lower the ring back to the buoy while holding all 4 ends of the lines.

Secure the lines to the bow cleats as follows: 1 line tied to the Port cleat, through the buoy ring and back to the Port cleat and tied off; 1 line tied to the Starboard cleat, through the buoy ring and back to the Starboard cleat and tied off. The reason for the 2 opposing lines is to prevent the lines from chafing on the buoy ring and possibly breaking.

CANVAS AND ISINGLASS

The Canvas and Isinglass enclosures assure enjoyable cruising in all types of weather. When desired, certain panels of isinglass on the fly bridge and aft deck can be unzipped, rolled up and strapped in place. Please use care that the isinglass panels don't crease. Do not attempt to remove the fixed canvas and isinglass panels as they are designed to stay in place year round.

The one canvas/isinglass panel that has the option to be removed is the doorway access between the aft deck and swim platform. If you choose to remove, gently roll the panel and store vertically in the port side fender holder on the aft deck.

BARBECUE

The BARBECUE is mounted on the aft rail of the aft deck. MAKE CERTAIN YOU HAVE ROLLED UP THE ISINGLASS WINDOW PANEL BEHIND THE BARBEQUE BEFORE USING. Note: *Use caution in using the barbeque to make certain nothing burning or extremely hot is dropped on the aft deck or the swim platform below.*

The propane regulator is attached to the BBQ and connected to a large propane tank. Once the tank valve is opened, turn on the regulator and light the BBQ either with the built-in Pezzo igniter or the butane lighter in the upper locker of the wet bar.

After use and cool down, wipe the inside and racks of the barbeque with paper towels to prevent a buildup of grease and cooked food.

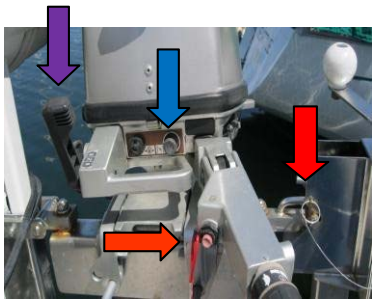
Note: *If the large propane tank should run out, there are propane bottles in the upper cabinet of the wet bar that screw on to the bottom of the regulator.*

Caution: For safety reasons, do not store opened propane bottles within the salon or engine compartment. Chances are these will leak slightly once opened and propane gas could settle into low spaces. Store these bottles in the upper wet bar locker. Ensure gasoline and flammable materials are not near the barbecue.

DINGHY & OUTBOARD MOTOR

Stellar View comes equipped with a 10' AB aluminum hull inflatable dinghy combined with a 15 hp. 4 stroke Honda outboard. The outboard uses regular gasoline only. It has a relatively easy system for launch and retrieval, but use caution as it is fairly heavy. The more you use the dinghy, the more you will appreciate its system.

CAUTION: *This dinghy has a 3 person maximum capacity. Suggested maximum capacity: 2 adults, 1 child. Do not overload and run the risk of a serious mishap.*



Tilt Lever

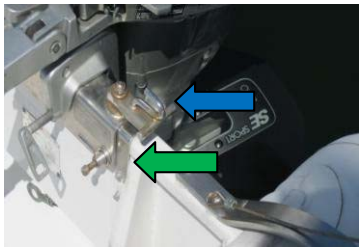
Shift Lever, Choke, Davit Safety Pin, Dead Man Switch

Familiarize yourself with the outboard and davit controls. One the left side of the outboard is a Tilt Lever. Pulling it up locks the outboard in position, pushing it down allows the outboard to be tilted.

Launching

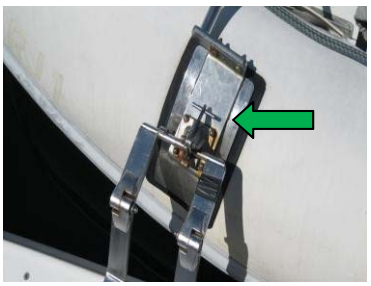
Begin by detaching the cable wire towards the front of the dinghy. This stabilizes the dinghy while cruising. Tilt the outboard up one notch. This will allow the propeller to clear the dinghy pontoon. Pull the Davit Safety Pin out so the hook and cable are free to deploy. If there are no other lines holding the dinghy in position, launch by turning the crank counter-clockwise.

Davit Safety Pin



Motor Mount Lock-Down and Cable Hook

The davit system is designed so that as the dinghy is lowered, the outboard rotates and slides over the transom of the dinghy. You may have to press down on the outboard handle to shift the weight of the outboard a little to help the motor mount slide over the transom. Keep lowering until the notch in the motor mount slides over the Motor Mount Lock-Down. Tighten the Motor Mount Lock-Down securely. Slack the cable and remove the cable from the Cable Hook on the motor mount. Lower the outboard all the way until vertical and secure the Tilt Lever (see previous page) in the up position.



"T" Handle Davit Releases

The dinghy is released from the swim platform by pulling the "T" Handles on the davits and pulling the dinghy away from the swim platform. Suggestion: Load the dinghy and board while still attached to the davits for stability. Start the outboard and release the davits from inside the dinghy. You may have to shift weight to do this.

Starting the Outboard

Open the vent on top of the fuel tank in the center of the tank gauge. Squeeze the bulb on the fuel line once or twice until you feel pressure in the bulb. Make sure Shift Lever is in neutral. Slip the clip under the Dead Man Switch. Pull the Choke out. (See previous page). Twist the throttle handle to the start position. Pull starter cord. Push the Choke in after two pulls of the starter cord if it doesn't start right away or just after it starts. Once the outboard has started, allow
5 minutes to warm up. Check the back of the outboard on the left side to verify water exhaust. IF NO WATER EXHAUST IS SEEN, STOP THE OUTBOARD AND CALL San Juan Yachting FOR ASSISTANCE.

NOTE: *ONLY SHIFT GEARS WHEN OUTBOARD IS AT IDLE SPEED.*
Be Careful as this outboard has a quick acceleration!

Retrieval

Retrieving the dinghy is almost the reverse of the Launching process. Line the davits on the dinghy up with the davits on the swim platform. You may need to shift weight to get them aligned. The bar on the swim platform davits slips into the catch on the dinghy and the catch "clicks" when secure.

Pull the Dead Man Switch from behind the "kill" knob to stop the outboard. CLOSE THE VENT ON THE GAS TANK. Off load the dinghy. Tilt the outboard up to the first position. Hook the end of the winch cable on the hook on the motor mount. Loosen the Motor Mount Lock-Down. Crank the winch clockwise to raise the dinghy. You will need to left up on the motor mount to guide the cross bar into the notches on the winch. Insert the Davit Safety Pin. Hook the cruising wire cable to the dinghy. Replace the outboard cover.

CRABBING & FISHING

Always check the fishing and crabbing requirements and restrictions before you leave on your cruise. You will need a separate license for each. Many areas are CLOSED to crabbing and fishing on certain months.

CRAB AWAY FROM THE BOAT! Lines can get wrapped around props. Fish-flavored cat food with the pop-up ring lids work the best for a nice neat way to bait the trap. After a reasonable period, retrieve the crab line and ring. Note: *Some areas do not allow crab or shrimp pots to be left out overnight.* Measure the crabs using the CRAB MEASURING GAUGE normally located in the aft deck wet bar upper locker.

After using, wash crabbing and fishing equipment thoroughly with fresh water (available from the cockpit shower faucet). Note: *Please do not store wet rings and gear inside the boat.*

SAFETY, BILGE PUMPS

SAFETY should be paramount in your daily cruising. A MAN OVERBOARD DRILL should be discussed and perhaps even practiced with a life preserver (PFD-Personal Flotation Device) or the life ring on the aft deck forward. Inflatable PFDs are stowed in the salon behind the port settee. Collar and sport type PFDs are stored in the forward fly bridge locker. The Coast Guard requires inflatable life preserves to be worn to meet Federal minimum requirements and the proper number and size of the foam collar type PFDs are to be out on deck and readily accessible for the rest of the crew.

FLARES AND OTHER SIGNALING DEVICES, including a back-up AIR HORN, are in the aft deck locker on the starboard side as you go up the steps to the fly bridge.

FIRE EXTINGUISHERS are located in the aft cabin over the hanging locker, on the lower face of the settee in the galley and on the starboard side of the aft deck. Additionally, there are 2 automatic fire extinguishers, one in the ENGINE ROOM and one in the forward hold by the GENERATOR.

Stellar View is equipped with 3 AUTOMATIC BILGE PUMPS. One is located forward in the hold at the bottom of the steps to the forward cabin, one is located aft at the base of the steps to the aft cabin and one is in the forward hold accessed from the galley. They are always on. Should you find an accumulation of water in the bilge and the pump is not going on automatically, you can manually operate the bilge pump. There are toggle switches on the ELECTRICAL PANEL which can be pushed up to manually operate the bilge pump(s).

A HAND OPERATED BILGE PUMP is in the fly bridge locker under the forward seat.

ENGINE AND GENERATOR SPARES, LIGHT BULBS, FUSES, SPARE WATER AND MACERATOR PUMPS AND TOOLS are located under the aft cabin mattress.

FLASHLIGHT AND CONTROLLER BATTERIES ARE IN THE STORAGE BEHIND THE PORT SETTEE.

THRU-HULL VALVE LOCATIONS

*** Refer to the through-hull diagram on the next page.

Engine Sea Water Intakes……Engine Compartment
Generator Sea Water Intake……. Forward Hold in Galley
Aft Head Sea Water Intake…….. Forward Floor Access in Aft Cabin
Forward Head Seat Water Intake …….Forward Hold in Galley
Holding Tank Discharge…….. Forward Hold in Galley

Note: *There are wood plugs attached to all thru-hull locations, if needed place in hole and pound in place, in case needed to plug a thru-hull fitting.*