

# *Sailing aboard the* **ARGONAUT**

Dear Guests,

**Welcome aboard! We're so happy to share our beautiful boat with you. *Argonaut* means "an adventurer engaged in a quest, usually by sea." The Pacific Northwest cruising area is perfect for such a quest! Whether flying along under all of the sails of this ketch, or hunkered down in the cozy (warm!) salon at days end, we know you'll have a wonderful holiday on the Argonaut. We'll look forward to reading about your adventures and favorite spots in the logbook. Please do not hesitate to leave us any suggestions you may have for making the boat even more enjoyable.**

**We love the sailing abilities of the Hans Christian, both in light air and in a blow. With the deep cockpit, full keel and wide variety of sail combinations on this ketch rig, you will always feel very safe and comfortable. The bow thruster makes maneuvering when docking much easier. We've been particularly attentive to the maintenance and condition of both the exterior and the interior. Thanks to our guests for taking special care of the Argonaut.**

**Happy sailing!**

**Bert and Barbara, owners  
2014**

## *Unique to the Argonaut . . .* Ketch rig

- 1 Bow thruster
- 2 Perception Sonoma 10 kayak

## *Getting acquainted with the boat:*

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**1. Anchors – The Argonaut is equipped with two anchors: a 60 lb.CQR, with 180’ of chain and 60’ of rode and a secondary 45 lb.CQR with 80’ of chain and 60’ of rode. Both are set manually and easily raised manually or by hydraulic windlass. The primary chain is marked with yellow line at 20’ intervals (1 section at 20’, 40’, 60’, 80’), then with 10’ of yellow line at 100’, 5’ of yellow line at 150’, and then with red line beginning 20’ before the end of the chain. Please use the deck wash down pump to clean the chain when raising the anchor. The green wash down hose is located in the large, forward deck box. To activate the pump, insert the blue activator plug and hose into the stainless wash down deck plate aft and to port of the windlass before you turn on “deck pump” on the main panel for use (the pressure is too much to attach or remove the plug. ) Return the hose to the deck box when you are finished.**

**The stern tie line is a yellow polypropylene line on the large spool under the helmsman's seat.**

**2. Anchor windlass** – Before operating the windlass, make sure the hydraulic control valve (at the base of the windlass/aft) is OFF (counter clockwise 2 turns). See caution below. With the engine running, turn on the windlass switch at the helm, above the ignition switch. You will see a light and hear a buzzer. Both will remain engaged as reminders to turn off the switch when you have finished using the windlass. There is an alternate switch and red light in the galley next to the ignition switch.

- 1 To lower the port, primary anchor:**
  - 2 Take off the chain cap, grab some chain, and go up on the sprit to drop the anchor a bit manually so the anchor clears the dolphin striker. Make sure the chain is securely on the wildcat.**
  - 3 Put the windlass handle (which is found in the deck box) in the port brake (the one with the knurled knob on the end). Slowly loosen the brake by pushing the handle forward (counter-clockwise), but leave it tight enough to hold the anchor.**
  - 4 Remove the handle and put it into the hand-operating lever (large chrome tube). Pull handle aft with the handle dog (pawl) still engaged in the gypsy ratchet, turning until the forward dog can be released by pushing the black knob down.**
  - 5 Remove the handle and push the chrome tube forward, disengaging the handle ratchet, leaving the anchor and chain now held by the clutch brake.**
  - 6 Put the handle back into the port brake nut and slowly loosen the brake by pushing the handle forward (counter-clockwise). This will allow the anchor to run out. Pull the handle back to slow chain speed. When the anchor is down, lock the brake by full/aft movement of the lever. Pull the black knob back to set the dog.**

**Please use the chain grabber (iron hook located in the deck box) and mooring line on the forward cleat to take the anchor chain strain, rather than relying on the windlass. A yoke is even better.**

**To lower the secondary anchor, repeat the procedure, remembering that the starboard brake knob operates in the opposite direction.**

- 2 To raise the anchor hydraulically, make sure the hydraulic control valve at the base of the windlass is OFF! Again, follow the**

same procedure for turning on the windlass switch in the cockpit.

- o Put handle into the starboard brake (knurled knob) and loosen brake by pulling handle aft (counter-clockwise).
- o Move handle back to port brake and check that it is tight by pulling handle back (clockwise). Remove handle!  
**CAUTION:** The power of the hydraulic windlass is high enough to coil the handle up if it jams on the deck with the windlass turning. Be sure the handle is removed when using the windless.
- o To raise the anchor, turn the hydraulic control valve clockwise. As the chain is being raised, release the dog by pushing the black knob forward. This is a safety precaution, because if the anchor is pulled up tight by the windlass it is impossible to release the dog. Stop the anchor before it gets to the dolphin striker by turning OFF the hydraulic valve (counter-clockwise).
- o Set the dog by pulling back on the black knob.
- o Put the handle back in the port brake and loosen by pushing the handle forward.
- o Raise the anchor with the hand operating lever (chrome tube) to set. Retighten port and starboard brakes. Tie the anchor off to the bow pulpit.
- o Turn off the windlass switch. **CAUTION:** Make sure you do this before operating engine at high RPM's. This pump is capable of providing damaging pressures at high RPM's.

### **3 To raise the anchor manually:**

- o Put the handle in the operating lever (chrome tube), and release the dog by pushing the black knob forward while pulling back on the hand operating lever.
- o Put the handle back in the port brake (knurled knob) and loosen the brake by pushing the handle forward (counter-clockwise).
- o Change the handle to the starboard brake and loosen the brake by pulling the handle back.
- o Change handle to the operating lever (chrome tube) and starting with the lever fully forward, pull back and forth until anchor is out of the water. Slow down as you maneuver around the dolphin striker.
- o Set the dog (black knob) to secure and tighten both the port

and starboard brakes.

Most coves are 15' – 30' deep so expect to pay out 60' – 120' of rode. The scope to use in the islands is about 4-to-1 for the highest water depth you'll encounter in the spot where you've dropped anchor. Check the tide table to know how much the water will ebb and flow during your stay. The Argonaut has a full keel with a 6' draft. Check the depth sounder (see "depth sounder" in notes). After you have paid out the suitable amount of rode, 1 minute of idle reverse both sets the anchor and will test its holding power. For storm conditions (25+ knots of wind) extend your scope to 7 or 10-to-1, providing you have room to leeward. Otherwise, set both anchors in a "v" pattern for extra holding power.

3. Barbeque - The stainless propane Magma barbeque sits on the aft cap rail. The wire brush for clean up and the cutting shelf store inside. Please remove both before "firing up" the barbeque. We didn't – the first time – and melted the brush AND the shelf! The barbeque is hooked directly to the main propane system. To light the barbeque turn on the propane switch on the main panel and the LP switch in the galley as you do to light the stove. Place a flame up to the burner on the barbeque through the match light hole, depress the valve and turn counter-clockwise to "high". Visually confirm ignition and adjust. (The complete manual for using the barbeque is located in the white notebook.) As a courtesy to us all, please always clean up afterward with the brass wire brush.

4. Batteries – 3 AGM 8D house batteries are located under the aft berths. The start battery is located between the two aft berths. The dual circuit battery switch and 4 fuses are located under the aft/port berth. You will have no need to change the battery switch from the current setting – "On". In the unlikely event that the power supply runs so low that you cannot start the engine, only then will you need to turn the switch to "combine batteries", for a short time only, before returning the switch to "On". CAUTION: Never turn a battery to "off" while the engine is running. This will blow the diodes on the alternator, and your batteries will no longer charge.

Monitor the batteries using the Link 2000 located above the chart table. Check amps or volts by pushing "amps" or "volts" and battery bank #1

(house) or #2 (start). (Manual is in the white notebook.)

**5. Berths** - Our boat sleeps six very comfortably: two *forward* in the private, spacious, queen sized v-berth stateroom, two *aft/port* in the private berth, one in the private *aft/starbrd* quarter berth, and one on the salon 9' *settee*, which pulls out as a wide berth. Two additional guests are accommodated in the comfortable *pilot berth* above the dinette and on the long *dinette* berth. Just for information - the headroom in the salon is well over 6'6".

**6. Bilge pumps/bilge alarm** – Argonaut is equipped with 3 bilge pumps. The electric bilge pumps are always hot from the house battery. The fuses are under the bunk in the port/aft stateroom. The automatic float switch is under the aft passageway floor panel. The manual bilge pump on/off switches are located on a panel just above the sole on the port side of the galley entrance. These switches will operate the pump manually, but will not turn pump off if automatic switch has been activated. The top switch is for pumping the sump. The second switch is for large volumes of water. The third switch is inactive. The secondary, manual, emergency bilge pump is in the deck plate to starboard of the helmsman's seat. The key to the deck plate is in the helmsman's seat. The handle for the emergency bilge pump is stored under the inboard side of the aft/port berth mattress.

High bilge water alarms – The float switches for both alarms are under the aft passageway floor panel. The Rule switch activates a LOUD siren. This system is always on. The fuse is under the bunk in the port aft stateroom. Should the alarm sound unnecessarily, push down on the float switch or remove the fuse. The non-Rule float switch operates the Aqualarm monitor located above the chart table. It is only active when the engine ignition is on.

**7. Bow thruster** – Argonaut is equipped with a bow thruster, which is very handy for intermittent use while maneuvering in tight quarters. It draws a lot of power and can overheat. The manual says that it can run for 2-3 minutes continuously. The installer feels that, because of the close proximity of the batteries beneath the forward berth, it will run longer. In any case, if the motor should overheat, the unit will start beeping, after which you will have 10 seconds to continue operation

before the unit automatically shuts down. Please don't use it as a toy. You will note that a 1 second burst will move the boat dramatically!

- 1 **Turning ON the bow thruster** – The thruster main switch is located on the front of the forward v-berth settee. Turn it on before getting underway. It may be left on, but is there as a safety shutoff should the cockpit controls malfunction. To turn ON the thruster use the control panel on the starboard side of the binnacle. Push down on the red push-button, while pushing the joystick to the right, for 1 second.
- 2 **OPERATING the bow thruster** – Incline the joystick to the left and the bow of the boat moves left. Incline joystick to the right, 'boat moves to the right. When maneuvering, take into consideration the inertia effects. Remember the boat's momentum continues after you release the joystick, therefore, release the control prior to reaching your desired position.
- 3 **Turning OFF the thruster** – If the thruster has not been used for 10 minutes it will automatically switch off. To warn you, a beep will sound once, followed by a second beep a few seconds later, before the unit switches off.

The bow thruster batteries are charged by the alternator or by the inverter/charger as controlled by the Echo charger through the house batteries. The Echo is mounted under the cockpit and is accessed by removing a wall panel in the aft/port stateroom.

(See white notebook for manual and details on the Max Power thruster and Echo charger.)

8. Cell phone booster – is the interior white antenna located in the shelf area above the settee. The amplifier is located in the cabinet ahead of the nav station. The exterior antenna is located on the mizzen spreader. (Complete tips and instructions found in the manuals commonly used aboard the Argonaut in the large notebooks.)

9. Cell phone charger receptacle - (turn on "nav sta accy" on panel) – is located on the bulkhead above the chart table.

10. Charging – If you have charging problems from the alternator or regulator, read through the troubleshooting guide in the manual for the

**Balmar regulator. Both a spare alternator and a new model 612 regulator are on board, should you need to replace either. (If replacement is necessary, refer to the Argonaut alternator, regulator instructions packaged with the replacement parts and/or call our boat professional.)**

**11. Chart plotter – (For power turn on “nav/ckpit instr” on electric panel) Install the Raymarine C80 chartplotter on the bracket on the portside of the binnacle guard. This chartplotter is a combination chart, gps, and radar. It is a valuable addition to your primary navigation aids – the Maptech chart book and the roll charts, all carefully marked in red with “killer rocks” and off-limits harbors and coves. Nothing replaces always knowing where you are on the paper chart! With the chartplotter powered on you will know exactly where your boat is on it’s chart at every moment, have a clear radar overlay, and the immediate ability to move a cursor to tide, current, waypoints, and cartographic object details. (The quick start manual and the full operating manual in the maroon Raymarine folder are in the nav station.) While navigating the San Juans and Gulf Islands is often line of sight with the normal clear visibility, a chartplotter is useful to confirming your course (from a ways off, the islands often look the same!) You will also use it in the unlikely event you are enveloped by fog. As a word of caution: ALWAYS “ZOOM IN” ON AN AREA TO CHECK FOR OBSTACLES THAT MAY NOT SHOW ON THE LARGER SCALE, LESS DETAILED CHART. In this “zoomed” mode, the chartplotter is particularly helpful when navigating a narrow pass or approaching the entrance to a secluded cove.**

**12. Deck wash down pump – The blue and white activator for the hose is in the forward deck box. Turn on “deck pump” on the main panel, place the fitting in the forward deck/ with hose attached, and wash the chain and anchor as it is coming up. It makes a huge difference in the cleanliness and “odoriferousness” of the chain locker!**

**13. Depth sounder (turn on “nav/ckpit instr” on the panel) –The depth sounder is adjusted to read from the transducer. (Manual in white notebook for operating instructions) It is an aid to navigation in shallow water and to anchoring. However, the key to avoiding those sharp rocks and assuring safe mooring in changing tides is knowing where you are on the chart at all times and reading tide and current**

tables carefully.

**14. Dinghy** – The dingy tows well if brought up close to the stern, with the painter tied off twice (for good measure) – once on a cleat and the bitter end around the stern rail. Please take special care when beaching the dinghy. As you will find, when you step onto the shore, the islands are not sandy beaches, but most often are rocky and equipped with sharp foot and rubber cutter barnacles. Here's what works best: launch a person off the dinghy bow as you approach shore to hold the boat and then offload everyone else over the bow or sides. If you can, lift the dinghy above barnacle height and deposit it gently on the shore. Secure the painter under a rock or onto a log – a rising tide can leave you high and dry and dinghyless! The boarding ladder for the dingy (or kayak – or swimming!) is under the helmsman's seat in the lazarette and attaches port side at the lifeline gate.

**15. Docking** – The Fender Step is convenient for putting the crew at a level for accessibility to the dock. In most situations the stern or mid-ship line should be secured first, relying on the bow thruster to position the bow until it is tied. When docking, and handling the Argonaut in close situations, be careful to allow extra room to accommodate the long bowsprit and the inertia resulting from such a heavy boat. The bow thruster is a welcome addition! Never turn off the engine until the boat is securely tied to the dock. You'll need to use your engine – in reverse – to stop the boat. It's very difficult for the people holding the lines to stop the forward momentum of such a heavy boat. If you need assistance when coming into our San Juan Sailing dock, particularly in high wind, just hail SJS on VHF channel 80 and someone will be available to catch your lines or offer help.

**16. Dodger** – The dodger protects the crew from the weather when they are in the vicinity of the companionway and at the forward part of the cockpit. The “glass” is particularly vulnerable to scratching from salt crystals so when cleaning please use generous amounts of water to “flood” the windows to dissolve those crystals. It's just like rubbing the glass with sand paper if you don't! Thanks to you and other guests for keeping the Plexiglas clear.

**17. Electrical panel** – is located under the companionway stairs and is lit by a small light in the upper, right-hand corner. The A/C (120V)

master breaker is located to the left. The rest of the panel is D/C (12 volt) breakers. The center part of the panel is for cabin, running, bow, steaming, anchor, spreader lights, as well as water pressure, bilge pump, compass and refrigerator/freezer. The right side has breakers for the macerator and sump pump (shower/wash down), floor lights, aft/spreader light, cockpit navigation instruments (chartplotter/instruments), nav station accessories (VHF, broadband, cell booster, and stereo), propane and fans. There is also a strobe breaker that is not connected.

- 1 Using A/C shore power – Plug in the power cord (turn on the harbor master switch) and then turn on the AC master breaker. Make sure the reverse polarity light above it is NOT on. Make sure the “inverter/charger” breaker is ON. (If not, the outlets won’t work!) Check the Link 2000, over the chart table, and make sure that the AC LED light is lit. This takes 30 seconds after the AC breaker is turned on. Select “charge” on the Link 2000 to maintain charge on the battery banks. When getting underway, before turning off the harbor master switch, turn OFF the AC master breaker on the main electric panel. Unplug and stow the power cord(s).
- 2 Inverter (converting 12 volt house battery to A/C) – See detailed instructions under “Link 2000/Heart Interface”, number 29 on these owner’s notes.

Just a note – use of the running lights will only be necessary during severely limited daytime visibility, since San Juan Sailing does not permit night passage. However, you will need to turn on the “anchor light” all night in an anchorage. ‘Just remember to turn it off in the morning to save the batteries!

#### **18. Emergency /Safety Equipment:**

- 1 Emergency tiller – is stored under the helmsman’s seat in the lazarette. (Accessible by tilting the entire helmsman’s seat forward.) Slip it on to the rudder post which is below a hole in the lazarette floor in the center of the helmsman’s seat opening.
- 2 Fire extinguishers (BC rated – electrical, grease, wood or fiber fires) are located immediately below the companionway to starboard inside the cabin door, to port in the cabin closet, in the

- main salon hanging locker, forward in the v-berth.
- 3 First aid kit is located in the cupboard forward/starboard in the main salon.
  - 4 Flares, visual day/night distress signals, are located in the cupboard forward/starboard in the main salon. There is also an SOS flag.
  - 5 Foghorn is in the helmsman's seat. Additional foghorns are located with the flares.
  - 6 Leaks – Determine the source of the leak. Fresh water and holding tank leaks are a cause for concern but will not endanger the boat. (See “emergency bilge pump” in section 6 above.)  
Wooden plugs are attached to every seacock and can be inserted if needed. Extras are in the chart table.
  - 7 Lifesling is mounted on the stern pulpit. Read the directions before you depart.
  - 8 Radar reflector is mounted permanently on the mizzen mast.
  - 9 Tools are under the seat of the nav station. Small spare parts are also located in the chart table.
  - 10 Wetsuit and booties are located under the floor of the closet in the aft/port stateroom. Mask, snorkel and light are in the cupboard with the flares.

**Hitting a rock or large log – Immediately contact San Juan Sailing. Proceed to the nearest harbor and have a dive performed to check the condition of the keel and the hull.**

**19. Engine – The Argonaut has an Isuzu 60 hp engine. The engine is located under the large sink area in the galley and easily accessed from 3 sides by removable panels. The engine light is on the bulkhead on the port side of the engine. To access the forward panel to check and/or add oil or coolant, remove the cushions from the aft table seat and rock the seat forward and lean it against the table.**

**The engine is equipped with an Aqualarm Ultimate Systems monitor in addition to standard cockpit instruments. The system and alarm bell are activated when the ignition is turned on. The lcd display above the chart table provides alarm detail. Following are the engine sensors monitored:**

**Cooling water flow  
High temp**

**Low oil pressure**  
**Exhaust temp**  
**High bilge water is also monitored in addition to the separate high bilge water alarm.**

- 1 Prior to starting:**
  - 2 Check the oil level with the oil dipstick located on the port side of engine, aft of the alternator. Make sure the oil level is within dipstick min/max levels. Add Delo 15/40 wt. oil (on engine compartment shelf) as necessary to black fill cap on the red valve cover. Use small amounts – do not overfill.**
  - 3 Check the coolant level by removing the radiator type cap on top of the white tank on the port side of the engine while the engine is cold. The coolant level is adequate if you can touch it when inserting your finger. Add, as necessary, only the Delo pre-mix found on the engine compartment shelf. Do not fill completely to the top.**
  - 4 Do not remove the transmission dipstick. Check for transmission fluid in the bilge. If you note any red fluid, please call David, boat professional (503-997-6253)**
  - 5 Check the raw water strainer to make sure it is free of grass and debris. It is located at the front edge of the shelf on the starboard side of the engine. If it is necessary to open it for cleaning, do not bother closing the seacock, since the strainer is above the waterline.**
- 6 Starting the engine:**
  - 7 Place shift lever (port) on binnacle in neutral (straight up). Throttle lever (starboard) can also be straight up. The engine usually starts right away at idle. If not, advance the throttle. Make sure the shift lever is pushed all the way forward or backward when shifting.**
  - 8 The start battery switch is always on. In the rare event that it does not start because of a low battery, turn the battery switch to “combine batteries”. After starting, return promptly to “on” position.**
  - 9 Insert engine key (found in the chart table) in the ignition switch found below the galley counter at the aft end of the engine compartment. It can only be inserted in the “off” position. When the engine is cold, preheat by turning key left for 20 seconds. Release key. It will return to “off”**

position. Turn the key to right to start. An alarm will sound until the engine is running.

- 10 Once the engine is warm, you can use the ignition switches in the cockpit. Turn the circuit breaker on that is located next to the ignition switch below at the galley counter. It is labeled “engine instruments”. This powers all switches at the helm. **WHEN YOU LEAVE THE BOAT AND LOCK UP, TURN THIS BREAKER OFF.**
  - 11 Let engine warm-up for several minutes before putting under load.
  - 12 The oil pressure should read 25-50 psi.
  - 13 Temperature should read between 160’-190’ F.
  - 14 Ammeter should indicate charge.
  - 15 Check for water gurgling out of the exhaust. Also note any kelp or debris that could foul the propeller.
  - 16 Check the transmission while tied up by shifting into forward and reverse, for a moment, at idle.
  - 17 Release the wheel brake knob on the starboard side of the binnacle.
  - 18 Cruising RPM’s @ 1800 for about 7 knots of speed.
- **Stopping the engine:**
    - o Bring the engine to idle and shift to neutral.
    - o Pull the lanyard at base of helmsman’s seat to kill engine. Push handle in when engine stops. Turn key off below. OR
    - o Go below and push and hold stop switch to the right until the engine stops (switch located below the ignition switch). Turn key off.
  - **Engine overheating:**
    - 1 If the buzzer sounds while the engine is running, immediately check the oil pressure and temperature gauges and make sure water is gurgling out with the exhaust. Shut off the engine.
    - 2 If water is not coming out with the exhaust, either there is a broken belt or the raw water strainer is clogged with eelgrass. Check the belts and clean the strainer as outlined in the “prior to starting” section above.
    - 3 If water IS coming normally from the exhaust, check the engine’s coolant levels and thermostat, check for leaking

**hoses, and check the tension on the belt for the water pump. There are spare parts and rebuild kits in the engine compartment, below the main salon hanging locker, under the starboard quarter berth, and outboard of the settee.**

**20. Fuel tank – The two 60 gallon (approximate) diesel tanks sit under the aft berths. Check fuel levels with tank tender, buttons #3 and #4. The fuel tank selection valves are below the sole panel, located between the engine and the nav station. There are 2 valves for each tank – a supply and a return. The green handled valves are for the starboard tank and the red for the port tank. Open both greens and close both reds for the starboard tank or vice versa. The Espar system draws only from the starboard tank through a separate system that is not affected by these selection valves. The fills are located in the stern just inside the rail. They are both marked “diesel” and are opened with the deep-reach chrome deck key attached by cable in the helmsman’s seat. Be very careful when filling. We put down a fueling cloth under the vent (located on the port side below the cockpit rail) and listen carefully for the “hiss” when the diesel is approaching the full point. Fuel spills make a mess of lines (remove them from the deck before fueling), stain the fiberglass, are slippery and if overboard, can result in costly Coast Guard fines. Stanadyne fuel treatment will be added by the boat professional.**

**21. Head and holding tank–San Juan Sailing will discuss holding tanks, use of heads and pump outs upon your arrival. Listen carefully! This Wilcox/Crittenden Skipper head is amazingly easy to pump and to empty. ‘Just hold down the lever (lower right side of the bowl) with your foot, pump to “flush”, and then release lever to pump dry the bowl. (Detailed instructions are on the lid of the head.) The valve that controls the direction of the discharge is the “Y” valve located under the head sink. To send the discharge directly from the head to the ocean, simply match blue tape to blue tape. To switch it to holding tank, move the handle 180° in the opposite direction. The holding tank, a welded poly 30-gallon tank, is located under the forward berth. Monitor the level in the tank with the tank tender located by the nav station. (See instructions under “Tank tender”) As Roger so clearly says, “Don’t put anything in the head that hasn’t passed through your body.”**

**There are no valves to change before or after emptying the tank to the sea. To empty the tank with the macerator pump, just turn on the “macerator/sump” on the main panel and activate the top (grey) switch above the sink in the head. An indicator light shows when the switch is on. Running the pump dry will not damage the pump. When the tank is empty, just turn the macerator switch off.**

**We recommend that you do not fill the tank. It is so easy to empty that you should just flip the switch daily when you are under way. In addition, you can rinse the tank, pump and clean the hoses as often as you like, just by putting water down the deck fill with the deck wash down hose. Please rinse the system at least weekly.**

**To empty the tank through the deck fitting at a pump out station, just hook up and pump. The deck fitting has an independent tank connection. Pump out, fill with water, pump again, fill with water, and pump one final time. Rinse off the deck. While rinsing, run the macerator a short time, with the last rinse, to clean that line.**

**22. Heater –The hydronic Espar heater has vents throughout the boat and is easily controlled by central thermostat located in the nav station area. The heat is dry, comfortable and makes a huge difference in cruising comfort. Just flip the rocker switch on and set the thermostat. The red light comes on when the system is on. The green light is added when the system is calling for heat. The Espar has a warm up cycle that lasts a few minutes before the heat comes on and a cool down cycle when the heater goes off. There are high/low fan switches in the salon (under the table), in the v-berth (for vents in the v-berth and head), in the aft port cabin under the reading lamp (for cabin and galley), and another that will be activated in the strd/aft cabin soon. In addition to the thermostat and fan switches, the euro vents can be adjusted to balance the system. (See manual “2” for detailed instructions or troubleshooting) Note: Should the Espar heater continue to run when the thermostat temperature in the cabin is met and the water is hot in the tank, a probable cause is a defective aqua stat (hot water thermostat). To disable the aqua stat, lift the helmsman’s seat and loosen 1 of the yellow or red wires to starboard on the bottom of the Espar control panel, the zone “4” label marked with the blue friction tape. OR. . .just turn off the main Espar switch in the cabin. To heat water when away from dock power, in this situation, turn the heater on**

and the thermostat up and the individual blowers off or run the engine.

**23. Hot water** – If connected to shore power, turn on the “water heater” breaker on the main panel. If cruising, and not connected to shore power, water is heated by running the engine or by turning on the Espar rocker switch by the nav station. (Storage is in the large stainless container under the pilot berth.)

**24. Internet connection** – We use a MiFi connection. You may check with San Juan Sailing regarding an internet connection in Squalicum harbor. The other alternative is to try Broadband Express. There is a blue ethernet cord in the chart table which can be connected to the LAN bridge mounted in the area under the tank tender in the nav station. The power cube for the bridge is also in the table and is plugged into the back of the bridge as well as the outlet. Connect the blue cord to your ethernet port, set the computer to your internet connection, and wait for the Broadband Express sign-in page. You can sign up for Broadband Express for your week on the water, or by day or longer. With the wifi antenna that is mounted on the mizzen mast, Broadband Express states that reception can be 2 to 3 miles from one of their antenna locations (see list in the manual). (Complete directions or trouble shooting in manual.)

**25. Inverter** – See Link 2000/Heart Interface in these owner’s notes. (#29, bullet 3)

**26. Kayak** – The yellow Sonoma 10 arialite kayak sits comfortably, out of the way, on the cabin top, lashed to available fittings. It weighs a mere 34 lbs. and is easily launched from deck, always being careful to lift it over and outside the varnished cap rail. The amazing gloss of the arialite material will make you want to be careful when arriving on a barnacle covered beach! The spray skirt for the kayak is in the area under the aft/port cabin’s closet.

**27. Knot meter (“nav/ckpit instr” on panel)** – Speed is indicated in knots, or nautical miles, and is approximately 1.15 times a statute mile. If the digital knot meter shows a reading of “0.00” while underway, the impeller is most likely clogged with eelgrass. If it doesn’t float off overnight, you can also try removing it by traveling in reverse. The impeller is located under the floorboard by the head and you may wish

to clear it manually. Be prepared for the geyser of seawater if you remove the impeller. Have the plug, which is nearby in the bilge, ready to insert! (Another handy option is just to use the “sog” reading on the chartplotter!)

**28. Life jackets** – Six adult life jackets properly embroidered for the "argonaut" are located in the forward hanging locker. 6 additional jackets are under the forward compartment of the dinette.

**29. Link 2000/ Heart Interface** – This is the instrument located to the right above the chart table.

- 1** The led on the lower left hand corner is lit when the AC is connected and functioning properly.
- 2** Select “charge” (second switch on left side) and turn on “inverter/charger” switch on the main panel to keep the batteries fully charged. The panel switch controls the battery charger function of the inverter. When you turn on the charger it will go through a series of lights: charge, accept, and float, which is the full charge position.
- 3** Select “inverter” (upper left) when you are at anchor or underway and want to use outlets to plug in small 110 appliances (not hair dryers – inverter won’t handle that much power) or to run the microwave. (Also turn on “outlet” switches on the main panel) You don’t need to turn on AC master or “inverter/charger”.

Monitor amps and volts on this instrument by pushing “amps” or “volts” and battery bank #1 or #2 (both house batteries). (Manual is in white notebook).

**30. Microwave** – The GE microwave is handy for quick “heat-ups.” When the boat is connected to shore power, it runs just like yours at home. Just make sure the “outlets” breaker is on. When you are off shore, turn on the inverter on the Link 2000 (the switch is located in the upper left hand corner). Make sure the “outlet” breaker on the main panel is still on. Operate the microwave as usual. You will notice that it runs a bit slower and things do not heat quite as quickly. It is best to use the oven for anything that would require more than a few minutes to heat. If the microwave should malfunction, disconnect for 30 seconds, but no more 1 minute, and it will “reboot”. (A spare microwave is under the dinette if needed.)

- 31. Outboard** – All San Juan boats are equipped with a Honda 2.0 outboard engine.
- 32. Outlets** – When on shore power, make sure the “inverter/charger” is flipped on, as well as the port and starboard “outlets” to use the outlets. When off shore the inverter will operate the outlets. All are protected by GFCI (ground fault) and circuit breakers. If the outlets on one side of the boat or the other fail to work, check the GFCI in the corresponding aft stateroom.
- 33. Ports** – Be sure to tightly secure all ports and hatches before getting underway. Most “leaks” seem to occur from loosely tightened port lights. The butterfly has a perpetual leak no matter what we do, but seems to be fine in inclement weather when the cover is in place. In fine weather, however, it is delightful to have open, both for light in the salon and for the breeze.
- 34. Propane** - Two propane tanks are located in boxes on the cabin roof near the companionway. Turn on and leave open, one tank valve at a time. To change tanks, close one valve and open the other and flip the black lever on the regulator so that the supply arrow points to the other tank. The tank valves must always point up for the internal pick-up tubes on these horizontal tanks to operate properly. One canister will last a long time for your cooking needs.
- 35. Radar** - Detailed instructions are located on page 5 -6 in the Raymarine C-series Display reference manual. Basically, use the chartplotter to control the power to the radar. Press the POWER button and use the appropriate key or menu to select the required operating mode. Select Scanner off when you don't need the radar. When you select “on” then select “radar tx” to activate the scanner or select “radar stdby” when you are not operating the radar for short periods.
- 36. Refrigerator and freezer** – The freezer is the smaller box immediately forward of the stove. The refrigerator is the next larger box. Thermostats control the two Nova Cool units – the freezer thermostat is located by the microwave in the galley area and the refrigerator has a thermostat inside the box. Both units get very cold.

Watch the temperature as you get “acquainted” so as to freeze the ice cream but not the lettuce. We start both the freezer and the refrigerator settings at “1” and look at their temperatures on the gauges aft of the stove, before turning the dial any higher. The inboard gauge is the refrigerator, and the outboard, the freezer. Experiment, too, with placement of food in the deep boxes – generally it’s warmer at the top! The “refrig and freezer” switch is located on the main panel and must be in the “on” position.

**37. Sails and rigging** – The Argonaut is ketch rigged, regularly sailed with a mizzen, main, furling staysail and furling genoa. Both mizzen and main are battenless and have easily accessed reef points.

- **Main** – Halyards on the mast include those for the main, topping lift/extra main, staysail and spinnaker. There is a boom-mounted winch for reefing. The blue sheet on the boom is for the first reef point and the red for the second. The rule of thumb is to “reef early and reef often” – thus keeping the crew happy and to keep you from rounding up. The belaying pins are extremely handy for tying off unused halyards and stowing lines. The winch handles (located in the helmsman’s seat or chart table) are conveniently stowed in a box mounted just port of the companionway when under way and in the winch handle pocket on the mast. Sail ties looped securely over the deck rails are conveniently available when taking down the sails.
- **Mizzen** – The boom has been raised to accommodate headroom in the cockpit. The mast steps are a boon to tending the lines and cover.
- **Headsail** – When unfurling the sail, keep slight tension on the roller furling line, and on the sheets when furling, to prevent problems of a “rat’s nest” on the drum. To reef, ease the sheet and pull in on the furling line to the desired position.
- **Staysail** – To furl and unfurl, observe the same procedures as noted above.

**38. Shower** – The separate, tile shower has a convenient seat, hand held faucet, and feels warm and refreshing. To heat the water see instructions for “hot water” above. If the water has not been heated and/or stored recently, turn on the switch an hour before you wish to shower. Turn on “macerator/sump” on the panel. Set the faucets to

water temperature that is comfortable, get wet, push small button on the hand held faucet to turn off the water temporarily, soap up, turn on the water with the button, rinse off, and turn off main faucets. It doesn't take much water to feel wonderful.

39. Spares – Argonaut is well equipped with engine and general spares. They are located under the seat in the nav station (T - Tools), behind the dinette (S - General spares/ light bulbs and alternator), under the aft/starboard bunk (S - general spares), and in the engine compartment (E - Engine spares, oil, coolant). Coolant for the espar is located under the helmsman's seat.

40. Stereo – Stereo is located above the chart table. The Bose speakers provide full stereo sound. By adjusting the “fade” from forward to rear you may also enjoy the stereo in the cockpit. For the XM full complement of selections, turn on the XM power button and set the stereo to “aux”. (The XM is powered through the 12 volt system and must be plugged into the receptacle located on the bulkhead above the chart table. The “nav sta accy” switch on the main panel must be “on”.) If you have trouble finding “aux”, turn on the stereo by pressing the “src” button. Select “standby”. Use the button on the lower left of the right hand knob to select “menu”. Press the right hand knob to stay with “menu”. Rotate the knob to select “built in aux”. Push right knob to right and choose “on”. Return to standby screen and scroll to select “aux”. Push to play. To activate the “fade” function, use the left knob. Push several times to select “fade” and then rotate to adjust cabin or cockpit speakers (front, rear).

41. Stove and oven – To use the stove, turn on the “propane” switch on the main panel and turn on the LP switch in the galley, aft of the stove. To light a *burner*, just turn on the knob, press and hold it while lighting the burner with the igniter (found in the utensils drawer). The burner switches are, from the left, 1, 3 and 4. To light the *oven*, remove the plate in the bottom of the oven, press and hold the small red button on the right side of the stove top, use the igniter to light the pilot at the back and right side of the oven burner. Keep pushing the red button for several seconds, then release slowly. Turn on the oven knob to desired heat (above 250'). (If the pilot goes out, I just keep pushing the button while turning the oven dial to 350 or more. It seems to take awhile sometimes.) To light the *broiler* follow a procedure similar to the oven.

Press and hold the red button on the left side of the stovetop. Light the broiler pilot at the back of the broiler burner. Turn on the 2<sup>nd</sup> knob from the left on the stove face to fully light the element. The stove is gimbaled for use under way by releasing the bolt on the lower right hand side. **CAUTION:** Always turn off the LP switch AND the “propane” switch on the main panel after use. If you see the green light on the panel, you forgot!

42. Stowing your gear – The forward berth area has large cupboards, drawers, shelves and a hanging locker. Next aft (strbrd) is a large, deep hanging locker - useful for jackets. The next cabinet port is empty for your use. Open shelves above the settee hold books and charts and are good space for duffle bags and food. There is also storage in a compartment behind the settee back cushion. The next two cabinets aft hold all of the boats pots/pans/ containers (See *Finding Things Aboard the Argonaut*), and is followed by an empty cabinet for your cruising needs. The chart table opens up and is a treasure trove of goodies and essentials. Look in there for the Canadian courtesy flag. Both aft cabins have hanging lockers and the port cabin has drawer space as well. Each cabin has shelves for pillows, duffels, and clothes. The galley has an empty cabinet for your provisions. Beverage storage is cleverly added behind every corner of the settee area. Cabinets in the head and in the shower have space for “kits” and personal items. The pilot berth is also good space for duffels and other large items. Be sure to secure all of these items, as well as all of the exterior covers, before getting underway

43. Tank tender – This instrument, located forward of the nav station, monitors the water tanks, fuel tanks, and holding tank. **IMPORTANT:** To operate, push the tank button desired and pump SLOWLY and GENTLY, one or two times ONLY. We have again had the pump rebuilt due to aggressive pumpers – and, thus, inaccurate readings! #1 is the forward water tank and is full at 15\*. #2 is the aft water tank and is full at 10\*. #3 is the strbrd diesel tank and is full at 11.5 and #4 is the port diesel tank which is full at 16.25. #5 is the holding tank: 6” – 4 gal, 16” – 16 gal, 20” – 24 gal and 24” – 30 gal. Read the water or diesel scale, as appropriate. If checking the holding tank, operate the purge toggle first and pump gently to clear the line. Return the purge toggle to the left position or your readings will be inaccurate. Caution: Do not operate pump in a manner that will cause the needle to pass the red line,

as this could damage the gauge. The tank tender does not work properly if the fill pipe or vent tube is full. Try not to overfill. \* These readings will be much higher when filling because the fill pipe is full. Even after use from one tank there can be a distorted reading as water transfers through their common vent from the unused tank. These details are posted inside the cabinet door forward of the tank tender.

**44. Television** – The flat screen television rests safely on the bookshelf above the settee and mounts on a swinging arm located in the cabinet ahead of the nav table. Plug in the AC cord in the same cabinet. Be sure to turn on the “inverter” if not connected to shore power. The DVD slot in the TV is NOT operational. Be SURE to use the DVD player on the shelf by the television and set the TV external input from the TV startup mode to video 1, not to DVD.

**45. VHF radio** – (“vhf/ckpit instr” on the panel) It is recommended 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 79. Channels 28 and 85 are Bellingham and may be used for placing long distance calls (but they are much more expensive than a cell phone!) Listen to weather channels 1, 2, 3, 4 or 8 (which ever has the best reception) before sailing in the morning and anchoring in the evening. Listen for the “inland waters of western Washington” which will cover the San Juan Islands and the Canadian Gulf Islands. You will also hear “Strait of Juan de Fuca” (south of the San Juans), “Georgia Strait” (north) and “Rosario Strait” (eastern part of the San Juans). San Juan Sailing monitors channel 80 during office hours (closed Sundays). The office number is 1-800-677-7245 or you may call SJS’s owner, Roger Van Dyken, at 360-224-4300 on cell or 360-354-5770 at home. You can also call our boat professional, David (503-997-6243). The Argonaut also has a “handheld” VHF, located in the nav station, which is very handy for use in the cockpit. Just remember to keep it charged.

**46. Water tanks and pressure** – The Argonaut has two large water tanks. The sole panel located between the aft dinette seat and the settee removes to allow easy access to the water tank selection valves. The forward valve controls the tank located under the dinette table. The aft valve, the aft tank. To change tanks, simply close one valve (clockwise) and open the other (counter clockwise). To fill an empty tank(s),

remove forward and/or aft deck plate(s) marked “water” just inside the port rail. The “key” is in helmsman’s seat or extras in the chart table. If the water gurgles and erupts, just wait a few seconds and continue filling. The small spigot by the galley sink is an air vent, which you will hear “hissing” when you fill the tanks. Stop filling before a continuous flow of water comes from this overflow. The “water pressure” switch is located on the main panel. Turn this off when a tank runs dry and you hear the motor straining to run. As a safety precaution, the switch should also be in the “off” position when you are underway. Check tank levels with the “tank tender.”

**47. Wind instrument** – is a Raymarine ST 50 to measure wind speed and direction.

**Just so you remember:**

**When sailing in a strong wind, Argonaut is well-balanced and comfortable sailing with the yankee (genoa), staysail, and mizzen.**

**The Argonaut has a very helpful bow thruster.**

**The windlass is powerful and straightforward to use once you read the owner’s notes**

**The deck pump needs to be connected . . .and used!**

**The butterfly cover keeps the rain leaks out. Take it off and open the butterfly for glorious sunny days.**

**The kayak ( “Percy” for Perception) loves to go exploring, but hates those barnacly beaches.**

**The barbeque is connected to the propane system and must be “switched on” on the panel and with the wall switch prior to lighting.**

**The chartplotter is a wonderful addition to navigating, but never replaces knowing exactly where you are on the paper charts.**

**The head is a quality, manual toilet that works so well with attention to pumping procedures.**

**Enjoy the stereo, the xm, the television, and the dvd player, but read the detailed owner’s notes if you are flummoxed with their set-up.**

**Bon Voyage.**