



Dear Charter Guest,

Welcome aboard Cecilia!

Cecilia is a beautiful 2006 Tartan 3400. Her fine craftsmanship and modern yet classic lines are sure to delight the eye as well as provide a fantastic sailing experience. The Tartan 3400 was designed for performance and ease of sailing with a carbon fiber mast, light weight yet high strength epoxy hull, carbon fiber pocket boom for simple mainsail stowage and an especially enjoyable self-tacking jib for ease of single hand sailing. It is a boat that provides relaxation and secure sailing while the beauty of the San Juan and Gulf Islands unfold before you.

It is our hope that Cecilia will provide you with hours of pleasure and contribute to relaxation and the creation of pleasant memories.

Stan and Rita Jacques
Owners

Revisions:

7/20/17: Revised sections 4 and 14 per Owners' changes.

6/9/17: Update to reflect new start panel.

Table of Contents

1. Emergency/Safety Equipment	3
2. Boat Specifications	3
3. Anchors	4
4. Anchor Windlass	4
5. Barbecue	6
6. Batteries & Charging.....	6
7. Berths	7
8. Head Room	7
9. Bilge pumps	7
10. Dinghy.....	7
11. Outboard	8
12. Dodger	9
13. Electronics.....	10
14. Engine	11
15. Fuel Tank.....	13
16. Head and holding tank	14
17. Heaters.....	14
18. Refrigerator	15
19. Sails and rigging	16
20. Shower	18
21. Stove	18
22. Water	19
23. Sump	19

1. Emergency/Safety Equipment

You are unlikely to need these items but must know their location.

Emergency Contact List - see Section 7 Emergency Contacts in the Charter Guest Reference binder.

Flares – Visual day/night distress signals are located in a mesh bag in starboard settee cabinet.

Fire Extinguishers – There are three fire extinguishers. One is located on the shelf by the Navigation table, one in the cabinet above the port settee, and one in the V-berth port hanging closet.

Emergency Tiller – located in the Lazarette. It is a two inch metal pipe with an “elbow” bend. The runner post attachment point is under the transom seat.

Life Jackets – five life jackets are located in the wet locker of the head.

Through hull valves - know the location for all seven.

1. Head wet locker - three in a row
2. Galley sink - one
3. V berth floor cabinet - two transducers
4. Engine - raw water intake

2. Boat Specifications

Year:	2006
LOA:	34'5"
LWL:	30'5"
Beam:	11'11"
Draft/Keel Depth:	6'6"
Mast Height above WL:	52'6"
Fuel:	25 gallons
Water:	60 gallons
Holding Tank:	20 gallons

3. Anchors

Cecilia is equipped with two anchors, one primary at the bow and a secondary in the lazarette.

The primary anchor is a 33 lb Lewmar Claw, which holds well in a variety of conditions. The 5/16" chain length is 200' with a single 10 ft mark of yellow paint at 100 feet, then a 5 ft yellow mark at every 50 feet thereafter. Red paint marks the end of the chain.

The Fortress secondary anchor in the lazarette has 15' of chain and 200' of rode in a grey sail bag.

The stern tie line is a 300 foot spool of yellow polypropylene line in the lazarette. Insert the mop handle through center hole to form a reel. (Please do not cut the line; it is all needed for certain places in Desolation Sound.)

The scope to use in the islands is 4 to 1 for the highest water depth you'll encounter in the spot you choose to drop anchor. Check your tide data....know how much water you may lose or gain during your stay. Most coves are 15'-30' deep, so expect to pay out about 60'-120' of rode. After you have paid out the suitable amount of rode, 2 minutes of idle reverse both sets the anchor and will test its holding power. Note other boats and points of reference on land. Are you moving? If not after 2 minutes, you've set your anchor successfully. If you are still concerned, throttle up to about 1500 RPMs in reverse for another 30 seconds to prove to yourself that the anchor is set.

For storm conditions (sustained winds of 25+ knots) extend your scope to 7 or 10 to 1, provided you have room to leeward. Otherwise set two bow anchors, using the Fortress anchor as the secondary in a v-type pattern for extra holding power.

4. Anchor Windlass

Maxwell RC8-8 Windlass, G43 HT 5/16 Chain installed July 2017.

Power is from the engine start battery. Always operate the windlass while the engine is running otherwise the windlass will drain the start battery. The "On and Off" switch for the windlass circuit breaker is located below the navigation station seat. The windlass remote control is located in the chain locker. The Windlass clutch wrench, located in the nav desk, is the winch handle labeled "Maxwell." If the clutch should slip during operation, insert it into the center fitting and gently tighten. See the Maxwell Windlass Manual for detailed instructions.

With an electric windlass, it is important to deploy the anchor into the water by hand. Pay out enough slack in the chain so that you can hand-deploy the anchor into the water about one foot below the water surface. Having the anchor slightly in the water will prevent the anchor from swinging and dinging the bow before you get it all the way into the water with the windlass. Once the anchor is in the water, use the electric windlass to lower the anchor to the bottom of the bay and deploy the desired amount of scope.

Steps for deploying the anchor

1. With the engine running, turn on the windlass breaker
2. Using the windlass remote, pay out enough slack in the chain so you can hand deploy the anchor into the water about one foot below the water line. If the Windlass slips, gently tighten the clutch with the Maxwell winch handle which is located in the nav desk.
3. Use the windlass remote to deploy the anchor to the desired scope (remember 4 to 1 scope recommended)
4. Put engine in idle reverse for two minutes to set anchor; increase to 1500 RPM for 30 seconds for added security
5. Secure the chain with the keeper line
6. Return windlass remote to anchor chain locker
7. Turn the windlass breaker off
8. Return the Windlass clutch wrench, labeled Maxwell winch handle, to the nav desk

Retrieving the Anchor

When retrieving the anchor, never use a windlass to pull the boat forward to where the anchor is set. The windlass is not designed for that; doing so could drain the batteries and damage the attachment base. Instead, head the boat slowly under power toward the anchor while using the windlass to take up the slack in the chain.

Also when retrieving the anchor, only retrieve it up to about one foot below the water, then by hand, retrieve the anchor onto the bow roller. This stops the pendulum action of the anchor and will prevent it from getting caught on the bow roller. Once the anchor is set into the roller by hand use the windlass to gently pull the remaining chain into the locker. Take your time. The anchor chain dropping off the gypsy sometime bunches up under the windlass and you might need to push it down several times with a mop handle to the bottom of the chain locker to prevent the chain from jamming.

Steps for retrieving the anchor

1. Start the engine and then turn on the windlass breaker
2. Head boat slowly under power toward the anchor while taking up the slack with the windlass. If the Windlass slips, gently tighten the clutch.
3. Retrieve with windlass until anchor is one foot under water
4. Bring the anchor up to the bow roller by hand
5. Gently pull remaining chain into locker using windlass
6. Attach the keeper line hook to the chain and attach line to the bow cleat
7. Stow the remote control in chain locker
8. Turn off windlass breaker
9. Return the Windlass clutch wrench, labeled Maxwell winch handle, to the nav desk

Securing the anchor

Once the anchor is on the bow roller, be sure to secure the anchor with the “keeper” line. Snap the hook on a link in the chain nearest the anchor, and then tie off line on the bow

cleat. The chain on the gypsy of the windlass should not be the only thing keeping the anchor from unexpectedly returning to the sea bottom. After securing the anchor with a line, immediately switch the windlass breaker “off” to prevent draining the engine start battery should the windlass system experience a short.

5. Barbecue

The stainless steel propane barbecue sits on the stern rail and is plumbed directly to the house propane tank. Make sure the yellow-handled valve on the propane tank is turned parallel to the BBQ supply line for fuel to flow. Turn the unit control to the “on” or “light” position, and with the lid raised light the burner. In the event you need an additional regulator, one is located in the spare parts box underneath the navigation station seat. As a courtesy to the next guest, please use the wire brush wired onto the BBQ to clean it after use. When you are finished, turn the yellow-handled valve on the tank off, perpendicular to the supply line.

6. Batteries & Charging

There are five batteries on board, two in the lazarette and three under the aft cabin mattress. There is one start battery and four house batteries. The start battery is isolated from the house batteries.

For normal operations, leave the red battery switch (located to the right of the AC panel in the nav station) in the “I” or ON position (horizontal) all the time. **Never move the switch to OFF when the engine is running. This will blow the diodes on the alternator and the batteries will no longer charge.**

In the rare event that the start battery has insufficient charge to start the engine, temporarily move the battery switch to the “COMBINE BATTERIES” position (this position connects the house batteries to the engine) and try starting the engine again. After the engine starts return the battery switch to the “I/ON” position. Report the problem to San Juan Sailing. See Section 7 of the Charter Guest Reference binder for emergency contact phone numbers.

Battery voltage can be checked on the electrical panel or on the Victron Energy digital monitor. Do not discharge the batteries below 12.0 volts before recharging the batteries by:

1. Running the engine. If we have had a full day of sailing with little use of the engine, we run the engine at 1200 rpm for about an hour while at anchor or a mooring buoy to charge batteries and provide hot water. Full charge on batteries is 13.8 volts on the voltmeter.
2. Plugging into shore power with the charger breaker “on”.

7. Berths

Our boat sleeps four people comfortably and can sleep six if the settees in the main salon are used. Two in the private cabin forward which has an extension installed; two in the private aft cabin; and two in the main salon (under 6 feet). The main salon does not convert into a berth. When sleeping on the settee, remove the seat backs for additional length and width.

8. Head Room

The headroom on Cecilia is 6'3" taken at centerline in the main salon.

9. Bilge pumps

Please check the bilge each day, morning and evening. It is accessed by lifting the floorboards fore and aft of the settee table. When replacing the floor boards, the aft metal handle faces aft and the fore metal handle faces forward. If it doesn't fit, don't force it.

There are 2 bilge pumps. The electric bilge pump has an automatic float switch. The pump will come on when enough water comes in to cover the float switch. Please leave the bilge pump switch in "auto" position at all times. The electric bilge pump can be used manually at the electrical panel.

The emergency bilge pump is located in the cockpit next to the autopilot. The handle is stored in the propane locker.

10. Dinghy

The Kachemak inflatable dinghy with rigid aluminum floor and bottom is stable, rows well, and tows with the least drag if brought close to the boat, about a foot off the stern. This lifts the dinghy bow, reduces drag, and guarantees that you won't accidentally wrap the painter around the propeller when you back up!

Tie the painter off twice: port side cleat and the bitter end tied onto the port stern rail. Others have lost the dinghy when their cleat knot slipped loose. Be sure to tie her up on the port side so she will not interfere with the engine exhaust, BBQ, and Espar heater vent.

As owners, we would appreciate your special care when beaching the dinghy. Ours are not all gentle sandy beaches. Most often they are rocky, covered by barnacles equipped with extra sharp rubber cutters.

Here's what works best: (see Enclosed "Land Ashore Like a Pro" San Juan Sailing Handout)

Just before touching shore:

1. Shift crew aft toward stern - this helps boat go further ashore, and avoids cuts in bottom from sharp rocks and barnacles.

2. Turn off outboard and raise it - this protects propeller from dings on rocks.

With oars planted firmly in ground, have one person slowly move forward and put weight on the bow of the boat.

You should be close enough to step ashore onto dry land. Do not jump or you will force the dingy backwards into the water.

Then offload everyone over the bow. Now the team lifts the dinghy above barnacle height and deposits it gently on the beach. Secure the painter above high water level to a tree, log or rock. Don't forget...a rising tide can leave you high and dry and dinghy-less!

11. Outboard

Cecilia is equipped with a 4-stroke Honda 2 horsepower outboard positioned on the stern rail. The outboard is normally locked to the stern rail of Cecilia. The lock combination number is found on the underside of the nav table lid. This brand and size has proven to be a practical and very reliable dinghy outboard. As a courtesy we have additional gasoline in a red container tied into the dinghy.

Warning - Gasoline fumes are explosive and a very dangerous fire hazard if stored on a boat. Never store the spare gasoline container in a locker, lazarette, or any other storage area on the vessel. Store it in the dinghy only.

DO NOT add any oil to the gasoline mixture – it uses just straight gasoline. The fill cap is located at the top of the engine.

The outboard is easy to transfer from the stern rail outboard mount to the dinghy transom and vice versa. Attach the bitter end of the dinghy painter to the handle of the outboard for security as you move it. Once attached to the dinghy, secure the outboard further by tying the safety lanyard to the metal ring.

Please do not cruise with the outboard on the dinghy. It will not work after saltwater gets into or even near the intake of the carburetor. We also recommend taking the outboard off the dinghy at night. We have had dinghies deflate in the cool of the night and had wind waves or powerboat wakes flip the dinghy over. Secure the outboard further by tying the safety lanyard to the dinghy.

TO START THE OUTBOARD

1. Turn on fuel tank (lever on starboard aft quarter of engine). Push the fuel valve lever aft to open the fuel valve.
2. Pull out the choke switch (starboard forward corner of the outboard)..usually need it for the first start of the day. Push in after 5-10 seconds.
3. Unscrew (2-3 turns) tiny cap on top of fuel cap to vent the internal gasoline tank by turning counter-clockwise.

4. Make sure the U-shaped kill clip with the coiled red lanyard is clipped into the red shut-off knob, port forward corner of the outboard.
5. Twist the handle throttle $\frac{1}{4}$ turn to start position.
6. Pull the rip cord to start.

While Running

1. Push the choke back in shortly after engine starts – about 10 seconds.
2. There is no transmission – just throttle up to go forward and throttle down to stop. If you want to go in reverse, swivel the outboard around 180 degrees.

To Shut Off

1. Shut the outboard off by pushing in the red shut-off knob where the kill clip is located or just pop the clip off.
2. To avoid prop damage, shut the outboard off and raise it out of the water before you reach the shore. Pull the outboard forward and out of the water until it clicks and stays in place. To put the outboard shaft back in the water, release the stainless steel lever on the starboard side of the shaft.
3. Close the fuel lever and the air vent.

When Not In Use

1. Put the outboard back on the outboard mount on the stern rail and tighten both braces
2. Push the fuel valve lever forward to close (starboard aft corner of the outboard).
3. Close the air vent on top of the fuel cap by turning it clockwise.
4. Secure the outboard further by tying the safety lanyard to the stern rail.

Troubleshooting

If the engine won't start, review starting procedure steps to make sure nothing was overlooked. There is a spare spark plug and spark plug wrench in the tool box in case the engine won't start or is running rough. If you use the spare spark plug, notify your check in skipper upon your return so it can be replaced for the next guest.

If the outboard is running and suddenly stops, the fuel cap is probable not vented.

If the engine is running fine, but the propeller isn't moving, the shear pin is probably broken. Take the cotter pin out to remove the propeller and replace the broken shear pin. The spare pin is located forward of the shaft under the handle grip.

12. Dodger

Our Iverson Dodger protects the crew from the weather when in the cockpit and also has stainless steel grab handles for safety.

The dodger's plastic "glass" is vulnerable to scratching from salt crystals. When salt spray dries on the glass, salt deposits can tend to obscure your vision. Please clean by pouring fresh water over the glass to dissolve the crystals. Do not rub with a damp rag or sponge as this

will scratch the glass decreasing its clarity. Better yet, wait until you're at a dock where you can hose off the salt crystals. If the dodger glass is really clear, you can thank previous guests for their diligence.

CAUTION: sunscreens react chemically with the plastic glass. Please don't spray sunscreen upwind of the dodger glass or lean against the dodger with sunscreen on your back and shoulders. Once the chemical reaction takes place, the glass is ruined and must be replaced.

13. Electronics

Shore Power. Cecilia is equipped with a power extension cord for 30 amp power while ashore. After plugging in to the shore power source switch the A/C main breaker on. We switch on the following on the A/C panel when on shore power: water heater, outlets, outlets 2 and battery charger. The battery charger must be switched on for the batteries to be charged from shore power. The A/C outlets will only function while connected to shore power OR when the inverter button is pressed on and the A/C outlet breaker is in the on position converting 12 volt battery power to A/C.

DO NOT PRESS THE INVERTER ON BUTTON WHEN CONNECTED TO SHORE POWER.

Cellular Telephones - **There are two 12 volt cigarette lighter type outlets for recharging your cellular telephone. One is located below the electric panel and the other is in the cockpit near the ignition.**

Depth sounder - The depth sounder is an aid to navigation in shallow water. It may not give accurate readings beyond 250 feet. In deep water you may get false readings caused by currents, changes in water temperature, fish, and seaweed. The key to avoiding hazards is to know exactly where you are at all times, best done from the charts. We do not recommend using the alarm. Experience in the islands tells us that it goes off at the wrong time--usually the middle of the night as a fish passes underneath.

There is an additional depth readout instrument in the main cabin above the VHF so that you can check depth when at anchor without having to go outside.

Raymarine C Series MFD Digital Chart Plotter - To use the chart plotter turn on the **Navigation Instruments, Radar** and **Autopilot** breakers on the electrical panel. The screen in the cockpit will sound an alarm requesting you acknowledge the system by pressing the OK button on the panel. The system is now up and running. The user manuals are in the navigation station for detailed information. Remember this is only an aid to navigation. The primary aids are the Map-tech waterproof chart book or the roll charts and most importantly your own due diligence.

Knot meter. The digital knot meter shows the speed of the boat. If it shows a reading of "0.00" while underway, the impeller is most likely clogged with a piece of eelgrass. In our experience this usually clears with the movement of the boat.

Radar – The Radar is integrated in the Raymarine C Series Digital MFD. In order to activate radar, toggle from "standby" to "transmit." Using the radar does increase power consumption so toggle back to "standby" when radar is no longer required. The unit defaults to "standby" when powered up. We highly recommend that you enjoy a second cup of coffee or tea instead of attempting to sail in reduced visibility. A motor yacht tanker or freighter traveling at 20 knots takes only 39 seconds to travel 1/4 mile, a dangerous situation in decreased visibility.

VHF radio: Turn on the VHF radio at the electric panel when getting ready to embark. Monitor Channel 16 during your cruise using the remote access which plugs underneath the chart plotter. It is reserved for emergencies and boat-to-boat initial contact. After contact, move to channels 68, 69, or 79 for conversation between boats. See the enclosed "Tips for Using Your VHF Radio."

Weather channels provide excellent coverage for the San Juan and Gulf Islands. Listen for the report for the "inland waters of western Washington". There is a map in this book which shows the locations of the various weather stations.

Running and Steaming Lights – Please be advised that night passage making is not permitted under terms of your charter agreement with San Juan Sailing. Only use in cases of reduced visibility.

Anchor Light – aka Masthead Light - Should be on all night in an anchorage. (It won't deplete the batteries).

14. Engine

Cecilia is equipped with an efficient 27 horsepower Yanmar diesel engine.

Starting

1. Disconnect shore power
2. Check the oil level - dipstick located port side of engine through access door in aft cabin. Level at half point between full and fill line is adequate. Do twice as first check usually indicates no oil. If level is down add only one cup a time - do not overfill.
3. Put the integrated gearshift / throttle lever in neutral by bringing to full vertical position.
4. Keyless Ignition: press "Power" (bottom button) then press "Start" (top button).
5. Ease throttle back to just above idle for warm up.
6. Check for water gurgling out of exhaust.
7. Allow 5 minutes of warm up prior to putting a load on the engine.



Operation

Cruising speed is 6 knots at 2700 RPM. Do not exceed 2900 RPM as maximum hull speed is 7.1 knots.

The 25 gallon fuel tank yields about 30 hours of cruising or 180 nm range. As part of your paper log, keep track of running time between fill-ups using your time piece; fuel the tank at 20 hours running time.

Overheating

A buzzer sounding while the engine is running indicates overheating. Throttle back right away to reduce RPM. It can also mean low oil pressure, but this is less likely. To assess do the following:

1. Check for water gurgling out the exhaust. If gurgling, check the coolant level. If no water is gurgling, the water strainer is probably plugged with eel grass. The strainer is located under the galley sink (at the aft end of the cabinet). Check the strainer for visible obstruction. If eel grass is visible, first close the raw water intake seacock (located on the sail drive housing, port side, forward end of the engine, look for the brass "T" handle. Refer to photo below).



Raw Water Intake Valve
Brass Handle (located on
port side of sail drive
housing)

2. Open the strainer lid by removing the 2 wing nuts at the top. Extract the stainless steel filter element and remove the eel grass inside the yacht over the trash bin - there is a rubber O ring gasket that you must secure. Open the seacock to insure it is not clogged, close it again and reinsert the filter element with O ring, making certain the lid sits flush to get a good seal. Tighten the wing nuts simultaneously and reopen the seacock.
3. If the buzzer sounds again, check that the seacock is open and the lid is sealed. If it draws in air, it will not draw in water.

Eelgrass and other debris

Eelgrass looks like an exploded view of lawn clippings. They are about 3 feet long, brownish green, flat and about 1/2 inches wide. Look for them in two places--floating masses undulating on the water, and in "tide lines", those soapy lines in the water that contain other miscellaneous debris as well. Best solution here is prevention--keep an eye peeled for eelgrass masses, tide-lines, and semi-floating logs and steer around them. If eelgrass gets sucked into the engine cooling water intake, it jams the raw water strainer

Engine Shutdown

1. Pull the gearshift lever into neutral, vertical position, to idle engine.
2. At the Keyless Ignition panel, locate the "Stop" button and press until the engine stops.
3. Press and hold the "Power" button to switch ignition off.

Fuel

1. The engine burns 0.79 gallons of diesel an hour.
2. The Espar heater can use up to 0.5 gallons an hour.
3. Fuel gauges on boats are notoriously inaccurate. Think about fueling at 1/2 tank.
4. The 25 gallon fuel tank, located under the starboard settee, yields about 30 hours of cruising or 180 nm range. As part of your paper log, keep track of running time, using your time piece, between fill-ups; at 20 hours, fuel the tank.
5. Procedure: Obtain a fuel spill cloth before fueling and monitor the fuel vent on the upper corner of the starboard transom. Fuel slowly to avoid spilling. Wipe any spills immediately with soap and water. Diesel and deck shoes are a very slippery combination. Diesel will stain the deck if left in place.

15. Fuel Tank

See Engine, Fuel, Procedure

16. Head and holding tank

Please deposit all toilet paper and feminine hygiene products in a plastic bag or in a waste basket, not down the toilet! Only human waste goes in the head

The head has a 20 gallon holding tank located under the aft cabin mattress. The "Y" valve which indicates the flow from the head to either tank or discharge is located on the aft wall of the shower stall. The arrows on the "Y" valve will point to either "tank" or "discharge". Normal operation is into the tank. Discharge is not done in these waters. The tank can be pumped out two ways:

1. Pump out stations located at various harbors throughout the islands.
2. Running the macerator to discharge into open waters when allowed. (San Juan sailing will provide further information about approved areas for discharge of macerated waste)

When using the macerator please follow these steps.

1. Open the sea cock for the macerator, located under the floor of the wet locker in the head. The head intake, discharge and macerator seacocks are from outboard to inboard respectively; left to right in the photo,
2. The macerator seacock handle is closest to the center of the boat. Lift the handle to a vertical position to open.
3. Turn the macerator on at the electrical panel. It will take less than two minutes to empty the tank. A high pitch sound indicates it has emptied. It pumps off the stern so a lookout to report clear discharge is also helpful.



A tank gauge is located on the side of the sink next to the head, however, it does not read accurately. As a rule of thumb, the holding tank is fuller than you think so empty every two days. San Juan Sailing staff will discuss holding tanks and pump-outs on your arrival. Our one plea is this--as you use the holding tank, please monitor it carefully! Exploding or leaking sewage is most unpleasant! At the pump out station the tank should be pumped out, filled with fresh water through the deck fitting to rinse, and then pumped out again. The air vent for the holding tank is just below the aft starboard cleat.

17. Heaters

Cecilia has three options for cabin heat:

1. Espar Diesel Fired Furnace Heat Exchange to Hydronic Circulation
2. Engine Heat Exchange to Hydronic Circulation
3. Portable 120V Electric Heater

Espar Diesel Furnace

The Espar diesel fired, hydronic cabin heater with the thermostat mounted below the electrical panel. The heat is dry, comfortable, and on those occasional rainy days or cool evenings, makes a huge difference in cruising comfort! The heater also heats the fresh water so you have hot water without running the engine. There is a breaker for the system power labeled "Heater" on the DC electrical panel. It should ALWAYS remain turned ON. The thermostat unit (located below the electrical panel) has an ON/OFF switch which is used start or shut down the system.

Espar Heater Operation:

1. Ensure that the "Heater" breaker on the DC panel is ON (should always remain ON).
2. Press the rocker switch on the Espar thermostat to the ON position.
3. Rotate the thermostat dial to the high position. (red and green lights will come on over thermostat)
4. Wait about 8 to 10 minutes then flip fan toggle switches above sink in head and below port settee to "on" position. There is also a heater fan below the starboard settee that is very powerful but noisy. We use it for short bursts of heat.
5. To turn the system off, press the rocker switch on the Espar thermostat to the OFF position. The "Heater" breaker on the DC panel is left ON.

Engine Heat:

You can also heat the cabin while the engine is running by turning on the hydronic system circulating pump (the hydronic system also exchanges heat with the engine cooling system) and turning on the individual fans in the cabins. This will circulate the warm water and using the fans will blow heat from the hydronic exchangers out into the cabins.

IMPORTANT NOTE: THE ESPAR THERMOSTAT ON/OFF MUST BE TURNED OFF BEFORE USING THE ENGINE HEAT SYSTEM.

Engine Heat Operation:

1. Ensure that the Espar thermostat ON/OFF rocker switch is turned OFF.
2. On the DC panel, turn the breaker labeled "Circulation Pump" to ON.
3. Flip fan toggle switches above sink in head and below port settee to "on" position as needed.
4. To shut down the system, turn off the fans and the "Circulation Pump" breaker.

Note that we find the Espar Diesel Heater to be most efficient and prefer to use that method when possible.

18. Refrigerator

The refrigerator must be turned on at the electrical panel. Find the thermostat located inside the refrigerator. This is a well-insulated refrigerator and will function well when adjusted to

level 3 on the dial; if turned all the way up, everything will freeze! Run the refrigerator all the time to avoid it becoming smelly. The refrigerator drains automatically to the sump pump.

19. Sails and rigging

Your purpose in life at this moment is to sail this beautiful yacht, to enjoy her exceptionally responsive helm, maneuverability and reaction to each change in the wind velocity! Let's begin with the groups of cam clutches on the cabin top. The key lines are color coded for quick recognition.

Port side:

blue – Cunningham

red - tack #2 Reef

jib sheet-labeled

jib halyard-labeled

spinnaker halyard-labeled

white w/red fleck - clew #2 Reef

purple w/black fleck – boomvang

black w/ white fleck - traveler.



Starboard side:

black w/white fleck – traveler

white w/green fleck - clew #1 Reef;

green - tack #1 Reef

main sheet-labeled

out haul-labeled

main halyard-labeled.



Mast starboard: black w/ white fleck - lazy jacks.

Boom fore & bottom: white w/red fleck - topping lift.

Mainsail – The Yager mainsail is a fully battened, conventional rig that flakes with the aid of lazy jacks into a carbon-fiber pocket-boom for easy stowing. Batten roller cars provide ease when raising and lowering the main.

When attaching the halyard to the mainsail (we keep the main halyard shackled to itself on the deck to keep the noise down); be sure not to foul the halyard on the lazy jack lines.

Raising the Main:

Remove the sail cover at the mast and unzip the pocket boom sail cover. The zipper starts at the aft end of the pocket boom. Roll and tuck into the boom.

Attach the halyard to the head of the sail.

Steer head –to-wind and maintain.

Release mainsail reefing lines, cunningham, mainsheet, and vang.

Raise the halyard at the mast, while someone in the cockpit takes up the slack. If shorthanded, you can pull the halyard from the cockpit, but it takes a fair amount of strength. Watch the battens as they pass through the lazy jack lines to prevent snagging.

Winch the halyard up the last few inches to eliminate wrinkles in the luff.

Shape the main as the skipper directs.

There is silicone sail track lube under the navigation station seat which can be applied to the sail plugs and batten cars if the mainsail starts to give resistance when being raised or lowered.

Lowering the Main: when lowering the mainsail, it will flake nicely for the first 90% of the sail, then do a few tugs on the luff to flake the rest neatly into the pocket boom.

Reefing the Mainsail – “Reef early and reef often” and “flatter is faster.” This will keep your crew comfortable and you from rounding up. The main has two reef points both of which are operated with a double-line system with lines lead aft to the cabin top. Reefing the main is easy and can be done from the cockpit.

Here’s the how to Reef:

Ensure the sail stop at the bottom of the mainsail track is hand tight only, no pliers.

De-power the main by heading up while easing the main sheet.

Be sure the topping lift will hold up the boom by checking for and removing any slack.

Let the tension off the boom vang.

Lower the mainsail halyard so that the reefing point is about 3 feet above the boom and cleat off the main halyard.

For Reef #1, locate the two lines on the starboard group, solid green for the luff and white with green flecks for the leech that are side-by-side in the group of cam lock clutches. Pull them together, one in each hand, to draw down the luff and leech reef points close to the boom. The new clew should be at the boom and the new tack should be just above the boom to allow space for the flaked sail without popping out the sail stop.

Raise the main halyard to tighten the luff; shape sail as skipper directs.

For Reef #2, locate the two lines in the port group of cam lock clutches, solid red for the luff and white with red flecks for the leech, same diameter, and they are separated by the three large cams. Repeat process above as for first reef.

Headsail – Cecilia is equipped with a smart 100% self tacking Yager jib trimmed to a Harken self-tacking cabin top

Deploying the Jib: keep light tension on the roller furling line while pulling in the jib sheet to prevent a rat's nest on the drum. Do likewise on the jib sheet when furling.

To tack, simply turn the wheel until pointed to the new heading. The headsail will move to the opposite side. The Yager built sail has excellent shape. In heavy winds, furl as needed. Boat heel will be greatly reduced when sailing under reefed main and partially furled headsail in winds over 17 knots.

Spinnaker – Cecilia is equipped with a beautiful asymmetrical spinnaker that may be used by guests who have appropriate spinnaker experience. Please talk to a San Juan sailing representative about this option.

20. Shower

Water is heated automatically when the engine is running under load and when the Espar heater is operating. The hot water is stored in the insulated 6 gallon tank located in the lazaret. It can also be heated electrically when on shore power.

Use the sailors shower to conserve water when cruising: water on - wet down; water off - soap up; water on - rinse.

The faucet spigot will become a shower spray when the nozzle is pulled out.

Both the shower water and the head sink drain into the sump pan located in the bilge.

Leave the sump switch on the electric panel on all the time to prevent bath water, toothpaste, or shampoo from getting into the bilge.

The sump pan has an automatic float switch.

21. Stove

The propane for the stove is from a tank on the starboard side of the cockpit. This area is vented and isolated from the rest of the boat. The tanks are filled every 2 weeks. One tank normally lasts much longer than that.

To operate the top burners:

Open the hand valve on the propane tank all the way.

Make sure all stove controls are in the "off" position.

Turn on propane solenoid switch at the electrical panel labeled "LPG Control".

To the left of the stove on the wall you will find a mounted Xintex LPG control. Check to make sure the red "Danger" detection light is not lit. Push the left button labeled, "Valve On/Off". You will hear a click.

Push in the desired stove burner knob and light with the provided fire starters. Hold the knob for 5 to 10 seconds to make sure propane is feeding properly.

When finished turn off stove knob, Xintex, and LPG control on the electrical panel.

To light the oven, push in the oven knob and simultaneously turn to the left. You will hear a clicking sound. That is the pilot light. Continue to depress in the knob and keep turning left. The burner should light immediately. Continue to hold the knob in for 5-10 seconds after the gas has ignited as sometimes air pockets form in the line and the flame will extinguish if you do not keep the knob held in. Turn off as for the top burners.

22. Water

Water pressure: The water pressure switch is at the electrical panel. Please switch off when motoring or sailing. Please switch on only when water is needed. The water pump will keep running when the tanks are dry and you will not hear it while sailing or motoring. The pump can burn out.

Water tanks: Cecilia has two 30 gallon water tanks. One is located under the forward cabin and the second is located under the port settee. Selection valves are located under the sink. Use one tank at a time to monitor water usage. Note: Water is not available at State Parks.

Filling the Water Tanks: Note that the vents/overflow piping for the water tanks is routed to the bilge and the galley sink manual water pump faucet rather than overboard. You will need to have someone down below while filling the tanks to be looking for water coming out the vents in order to know when the tanks are full. Note that both tank selection valves under the galley sink need to be OPEN as well as the nozzle on the end of manual water pump faucet needs to be twisted OPEN for overflow water to come out the faucet.

23. Sump

Cecilia is equipped with a sump pump located in the bilge that collects shower, head-sink and refrigerator grey water in a pan. The sump has its own pump that comes on automatically when filled to a certain level. Keep the sump switch at the electrical panel in the on position at all times.