



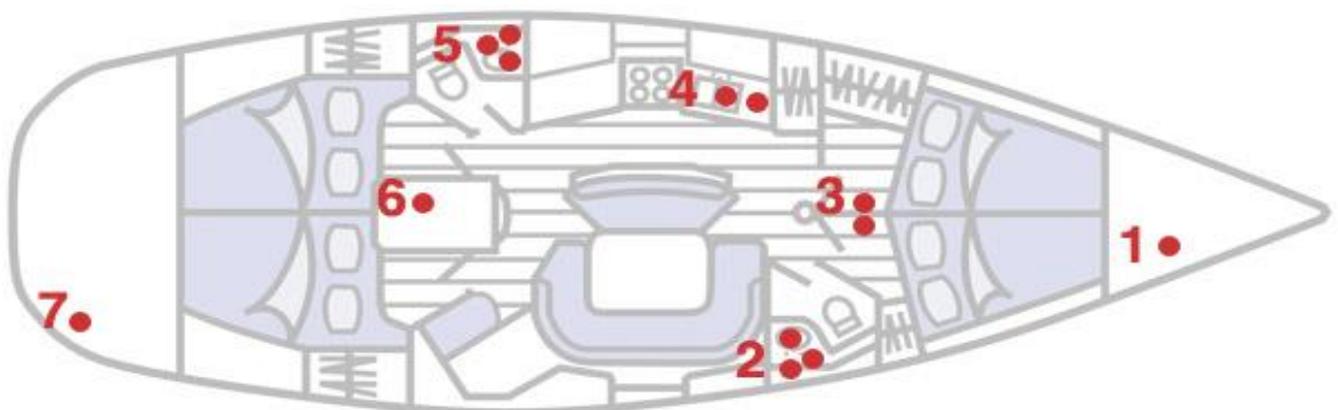
**Misty Blue Yonder Through-hull locations**  
 (Placards are zip-tied at each seacock. All normally opened, except #1 & #7)

**Fore to aft Thru hulls**

**Locations**

1. Forward holding tank discharge; bow thruster
2. Head raw water intake, head/shower discharge, sink drain, direct head discharge
3. Transducers for depth sounder, knot meter & forward sonar
4. Galley sink drain, Saltwater intake (foot pump)
5. Head raw water intake, head/shower discharge, sink drain, direct head discharge
6. Engine raw water intake
7. Aft holding tank discharge

- Sail locker, starboard side; thruster motor in center.
- Forward head under sink
- Forward starboard cabin, under aft floorboards, centerline
- Galley, port side, under sink
- Aft head, under sink
- Engine compartment, port side, forward; plus, engine shaft
- Starboard cockpit helmsman seat



# Owner's Notes

## *Misty Blue Yonder*

Jeanneau 45.1 (46' 5")

Last Revision: October 2023

Dear Friends,

Welcome aboard *Misty Blue Yonder*!

Sailing has been a lifelong dream for us and as our last child ventures out from college to begin his career, we too have decided to venture out. *Misty Blue Yonder* is our first major sailboat endeavor.

We absolutely love her and hope you will too! Her history and reputation have shown the Jeanneau 45.1 is one of the finest, classiest designs built, and the sailing is truly phenomenal.

She has circumnavigated Vancouver Island in a wide variety of weather conditions. She is quite stiff with her 7' draft, sailing well at 7-9 knots without reefs in breezes up to 18 knots, 15 degrees heel, yet will move easily in light wind. Her maximum speed through the water on our cruise to Princess Louisa & Desolation Sound in 2022 was 9.7 knots.

Under power, she backs straight, with only a bit of walk to port. And if you ever get in a tight situation, there is a bow thruster for added confidence.

She has made many wonderful sailing adventures and memories for us and for those aboard during the last decade in the San Juan Islands...our hope is that you enjoy *Misty Blue Yonder* as much as we do.

We have tried to make her like new, refitting and upgrading many items in the last few years and plan to continue making improvements as we can. We have installed new Yanmar 80-hp Engine, Forestay & Furler, Main & Genoa sails, Davit & Solar array, Dodger & Bimini, New Electrical panel, Electronics, Chart Plotter, Forward Sonar Monitor, new Webasto heater, New Jabsco 'quiet flush' electronic toilet in the aft head, added tank level monitors, topping boom lift, new winches, lines, BBQ, USB charging ports in the cabins, 4 color galley lights... the list goes on.

In order to enhance the cruising experience, we have new mattress & cushions, added quality spices, condiments, baggies, etc. (See the inventory list of the web page for more details.)

Thanks for taking care of her and we hope she helps make wonderful memories for you too. If you can think of anything that would make her more enjoyable for you, please let us know. We have created a Facebook Page, feel free to share your adventures on there too.

We wish you fair winds and wonderful memories.

Sincerely,



**Kurt & Etjen**  
Air & Fire LLC

# Table of Contents

Nuances.....	4
1. Alarms: CO2, High Water, Raw Water Flow & Smoke (New for 2020).....	6
2. Anchors.....	6
3. Barbecue .....	8
4. Batteries.....	8
5. Berths & Bedding (New 2020 & 2023).....	10
6. Bilge Pumps.....	10
7. Bow Thruster (New 2023).....	10
8. Chart Plotter (Installed August 2019).....	11
9. Cockpit Cushions .....	12
10. Depth Sounder & Forward Vu (Installed 2019 & 2021) .....	12
11. Dinghy (New 2022) & Outboard.....	13
12. Dinghy Davit (Installed 2022) .....	14
13. Dodger & Bimini (Installed March 2020) .....	14
14. Engine (Installed 2022) .....	15
15. Fuel.....	16
16. Heads and Holding Tanks .....	17
17. Heating System .....	19
18. Inverter & charging points.....	20
19. Knot meter.....	20
20. Life Sling.....	20
21. Lighting .....	20
22. Radar (Installed September 2019) .....	20
23. Refrigeration .....	21
24. Sails.....	21
25. Shower.....	23
26. Solar Panels (New 2022).....	24
27. Stereo.....	24
28. Storage (Including Emergency Equipment).....	24
29. Stove .....	26
30. TV .....	26
31. VHF Radio (New 2023).....	26
32. Water.....	27
33. Windlass .....	27
34. Whale Wise & NO-GO Zones .....	28
35. Owners Information .....	28

# Nuances

These are “unique” things that may differ from other boats.

1. **Autopilot:** avoid putting anything metal - especially magnetic - in the Starboard Aft Cabin, near the storage lockers; it throws off the fluxgate compass in hanging locker and makes the autopilot act crazy.
2. **Batteries Selector:** Please do not touch anything, both banks charge automatically.
3. **Bilge:** The new bilge for 2023 is an automatic bilge and checks the pressure and water periodically. This is normal.
4. **Bow thruster** – assure breaker on, depress red button and hold joystick to starboard for 1-3 seconds. Beep says it's “on”. Turns off automatically in about 15 minutes (series of beeps).  
\* **Note:** bow thruster pivots stern in opposite direction!
5. **Cabin Lights:** Turn on the “Cabin Lights” breaker on the DC panel. There are individual light switches in the salon and staterooms that turn the lights on and off. Most are hidden from view but have label stickers placed in sight close to the hidden switch.
6. **Electric toilet** – the main head toilet is electric and flushes like a home toilet. No toilet paper or feminine articles please!
7. **Electrical Panel:** for your convenience, turn on all breakers with green dots for normal operation. Yellow dot breakers are for ‘use as needed’. Please never activate red dot breakers. Leave “double green dot” breakers on always.
8. **Fender Step:** the black fender step, stowed in the sail locker, makes docking easier. Just clip carabiners around the stanchion, let them drop to the base by the chain plate, and slip the fender step over the side.
9. **Fenders:** Stow in sail locker forward; (retrieval easier if you drop lines over top rung).
10. **Fuel:** 53 gallons (display is on chart plotter. Listen to when you start hearing the ‘gurgling’ sound & fill only to “F” or less (95-100%), on gauge (viewed on chart plotter page); through the deck cap marking in red, labeled “Diesel”.  
\* **Note:** If totally topped off, tank can distort, resulting in diesel seeping out of the tank and into the bilge.
11. **Galley kitchenware drawers:** push the button in before sailing. Otherwise, it can come flying out on a port tack! Large cabinet has more locks inside.
12. **Galley:** Spices onboard include Basil, Chili, Cinnamon, Cumin, Curry, Garlic Powder, Italian seasoning, Paprika, Onion Powder, Oregano, Red Pepper flakes, Rosemary, Thyme, Taco seasoning.
13. **Holding tanks:** There are **TWO** separate holding tanks. The Maretron tank level monitors are found at the Nav station, as well a red light “full” warning in each head.
14. **Max Prop:** After killing the engine with the red button, slip into reverse for a second or two when sailing to stop counter-rotation; then back to neutral, so you don't accidentally start in reverse. The red button at base of handle is “clutch” to disengage transmission. Pulls to port under power at cruising speed.
15. **Refrigeration:** 12V thermostat in refrigerator. Knob should point aft or less (counterclockwise) for ideal temperature -- cold enough for freezer compartment. Pointed down will freeze lettuce in fridge.

16. **VHF:** Turn on nav station VHF first before plugging the in-RAM mic at the helm. There is an independent handheld VHF for the cockpit.
17. **Water:** 2 water tanks, 85 gallons each are in the v-berths; Control valves are in the port end of aft settee. Water setting for both tanks to help keep weight balance. Tank level monitors are at the nav station. Auxiliary foot pump salt/fresh water at galley; **do not attempt to pump while faucet is closed.**

## Basic Specifications

LOA: 46' 5"	Displacement: 20,750	Fuel: 53 gallons
LWL: 38' 5"	Ballast: 6,600	Water: 170 gallons (2 x 85)
Beam: 14'8"	Draft: 7'	Holding: 80 gallons (2 x 40)
Mast Height: 62'	Heads: 2 (Electric & Manual)	Showers: 2
Cabins: 4	Cabin head room: 6 ½'	
Berth mattress:	Forward: 80" L x 48" W (head), 24" W (foot)	
	Aft: 80" L x 60" W (head), 24" w (foot)	

Year built: 1995

Years Renovated/Refit: 2006, 2009, 2011, **2019-2023.**

Sails: Fully battened main with 3 reefs, lazy jacks; 130% roller furling jib; cruising spinnaker with sock.

Engine: Yanmar 80hp turbo w/ feathering  
MaxProp (2022)

State-room: 4 doubles, plus convertible dinette



# 1. Alarms: CO2, High Water, Raw Water Flow & Smoke (New for 2022)

We have installed new alarms to monitor various safety systems. The alarms are hardwired, and alarms or alerts may viewed and turned off at the Maretron monitor display (page 3) located at the Nav Station. The alarm is located behind the upper left panel.

**Please note:** The alarm is loud and can be heard outside the cabin.

- High Water: Monitors high water level if the bilge fails and the water level rises above the bilge pump. Located near the bilge.
- CO<sup>2</sup>: Monitors the CO<sup>2</sup> levels, located under the Nav Station near the seat.
- Engine Raw Water Flow: Monitor the intake flow of the water from the sea going to the engine. Alarms will occur if low or no water is flowing to the engine due to obstruction or failure of pumps. Please turn off the engine to prevent overheating. The location is in front of the engine, after raw water strainer.
- Smoke Detector: At Nav Station located near ceiling in corner.

## 2. Anchors

**Main anchor:** 66# oversized Bruce anchor forward, mounted on the bow, with 230' 3/8" chain. The chain is "painted" yellow every 25 feet, two long 2' sections at 100', three at 150' and so on. Paint is augmented with thin yellow line woven into links.

In addition, Zip Ties have been added to mark every 25 feet. Legend is as follows:

Anchor Feet Color Chart		
Yellow Zip Tie = 25'	Red Zip Tie = 50'	Green Zip Tie = 100'
25' = 	125' =  	225' =   
50' = 	150' =  	End =           <b>All Colors</b>
75' =  	175' =   	
100' = 	200' =  	

Please always secure the 20' anchor bridal / snubber to the anchor chain when underway and eliminate chain tension on the windlass when deployed. When at anchor, we recommend tying the snubber on a boat cleat, **NOT** to the cleat on windlass to avoid unnecessary strain on Windlass.

Electric Lofrans Tigres electric windlass with foot controls. Windlass circuit breaker under the bottom companionway step.

**Secondary:** 44# Bruce anchor stowed in the anchor locker with forward. There is 30' 3/8" chain and 130' rode.

## To Deploy Anchor:

- a. Check tide tables to determine current water level and any drop while at anchor.
- b. Add any projected tidal drop to “comfortable depth” minimum (suggest 10’-15’ minimum depth plus tidal drop).
- c. Listen to weather report (usually WX 4-7).
- d. Select spot for boat after checking boats already anchored.
- e. Pick spot 2-3 boat lengths upwind (depending on anchoring depth) as proposed anchor location. Generally, use a 4:1 scope, bow to bottom. To depth sounder reading add 4’ for freeboard and 1’ for transducer location below waterline. (So, if 20’ reading on depth sounder, add 5’. Thus,  $25' \times 4 = 100'$  rode.)
- f. Check chart plotter and forward sonar for nearby depths in case of wind shift...or motor around watching depth sounder.
- g. Stop over proposed anchor location.
- h. Assure windlass circuit breaker activated (below bottom companionway step). Foredeck crew assumes command. **[Please:** To avoid anchor hitting the hull, it is critical to push anchor forward with the shank level before carefully raising shank to lower anchor. The same is true for nesting the anchor. Otherwise, you will anchor the flukes in the fiberglass of the bow.] Carefully push out anchor and slowly place in hanging position (no swing!). Push foot button to lower (or better yet, ease wildcat brake with handle). Let out chain to depth sounder depth so anchor is near the bottom.
- i. Signal helmsman to engage reverse, idle speed while deploying rode to desired scope.
- j. Allow anchor to set and stop boat while it continues in reverse, idle speed. Watch flotsam beside boat and trees on shore to determine if holding. Continue at idle speed, reverse gear, for one minute. If holding, increase RPM to 1,000 (1,500 if storm is anticipated.) Check movement shoreside, not the significant prop current going by the chain).
- k. Set snubber on windlass cleat. Ease windlass so it is not tensioned.
- l. In storm conditions (or storm forecast), increase scope if adequate room to leeward.
- m. Can deploy secondary anchor for additional holding power if storm is anticipated.
- n. If in small cove, you may wish to deploy line ashore. 600’ reel in starboard lazarette. Open transom doors; use mop handle as axle through reel; set mop handle on helm seats. Deploy line with dinghy while spool unwinds. If sufficient length, bring line around secure shore object and back to boat for ease of departure.

## To retrieve:

- a. Start engine.
- b. Depress retrieval foot switch. In wind, please do **not** use the windlass to tow the boat to the anchor.
- c. Retrieve in about 20 second intervals, stop to disperse chain “mountain” with mop handle (stowed on deck). If boat drifts over anchor, please avoid dragging chain over hull!

- d. As length of rode remaining approaches water depth, listen for windlass to labor...break out anchor with engine, not windlass. Thank you.
- e. To nest the anchor without chipping the hull, make sure anchor is not swinging, then use windlass to bring end of anchor shank up and over bow roller...as it does, release switch, and bring the shank horizontal as soon as possible. Note: if anchor upside down, it has swivel so you can release it and turn it with mop.
- f. After nesting anchor, secure to windlass cleat with snubber and slack chain on windlass.
- g. If chain or anchor is muddy, attach a dock line to a bucket and wash down until exit water is clear.

### 3. Barbecue

The large propane fired Magma Catalina 12" x 18" stainless steel BBQ is mounted on the stern rail. A hose in the port propane locker permanently connects to the large auxiliary propane tank. Please find the BBQ cleaning brush attached with a SS lanyard for convenient cleaning when the BBQ cools.



### 4. Batteries

The system is automatic, using a combiner. Please leave the switches alone during the cruise.

Battery switches are red "handles" under the bottom companionway step. Horizontal is "on"; vertical is "off". Starboard switch is Starter bank, middle switch is emergency combiner in case the engine battery is down (designed not to occur because all house electrical loads are on the house bank); port switch is House bank, then windlass; yellow switch pointed down is on.



Battery voltage displays are at the nav station:

Engine start battery: large red digital voltage readout Xantec Link-10 at the forward end of the nav station. Battery is located under the starboard settee, aft. (Single Group 27, sealed)



House bank: The small round black Xantec Link-10 Amp meter in the nav station electrical panel, right of the Xantec Link-10, displays green lights along the top. Four green lights, with last one blinking, three greens are acceptable; if only two lights show, they will turn yellow. This means you have emptied your electrical fuel tank and it's time to recharge. Please start the engine or hook up to shore power (with

battery charger switch on 110V panel “on”). If only one light illuminates, it will turn red, indicating battery voltage is dangerously low and permanent battery damage will result.

Each time you press “SEL” you will get one of the four readings displayed below:



Voltage



amp draw



amp hours drawn down 27.5\*



54.7 hrs. left at current draw

\* **Note:** beyond “100” causes damage to batteries

Below the row of green lights are four different “indicators”. Note the location of the small round green light in each photo. From left to right you will see with sequential pressings:

- house bank voltage
- rate of amp hour charge or discharge (Ex. “27.8” is charging, “-8.3” is discharging)
- amp hours consumed (i.e., -50 means 50-amp hours consumed, 150 remaining)
- hours of battery life remaining at current rate of consumption. During charge, this will display “CCC”.

The house bank consists of 4 x Group 27 115-amp hour sealed deep cycle batteries located under the forward edge of the port aft cabin cushion. They total 460-amp hours, of which about 200 are “usable”. Below 200-amp hours (or below 12 volts at rest) permanently damages the batteries.

When the engine is running, both banks are charged by a high output 100-amp Balmar alternator with a Heart Interface Echocharge for the engine start battery and a Balmar MC-612 multi-step “smart regulator” for the house bank.

Under shore power, both banks are charged by a Professional Mariner Protec 4 1220 Battery Charger located on the forward edge of the port cabin aft stowage, underneath the cushions.



Caution: please **exercise care** if children are playing near the battery switches. Turning them with the engine running could destroy the diodes on the alternator.

## 5. Berths & Bedding (New 2020 & 2023)

All four staterooms are quite similarly sized generous doubles; though the aft staterooms are a bit wider.

Aft staterooms: 5' wide (narrowing to 4' near stern) x 7' long.

Forward staterooms: about 4 ½ feet wide (narrowing near the bow) x 7' long

The salon table converts to a huge berth for 2-3 people. Just ease the tensioning handle about ¼ turn on the pedestal while a couple people lower it. There is an extra cushion, upon request, to fill the table. The photo to the right shows the completed conversion.



There are 8 pillows and four comforters, and four sets of sheets. If more are required, please let San Juan Sailing staff know a week before you arrive, and they gladly will put them aboard.

## 6. Bilge Pumps

Emergency Hand Bilge Pump – This hand operated pump is located at the starboard helm station. The bilge pump handle is in the starboard helm lazarette, attached to the underside of the helmsman's seat.

Electric Bilge Pump – For normal operation, just leave it set to “auto”. The automatic float switch activates the 12-volt pump in the bilge, located under the center bench seat, forward end. Note: in default, the float switch activates the bilge pump (located under the nav station). For manual override due to emergency situations, flip the circuit breaker labeled “Bilge pump” to “on”. May need to remove fuse to stop. (See Nuances)

There is a 15-amp fuse located in the front of the engine, under the raw water intake hose, behind the companion way stairs. →

Note: The engine features a dripless PYI shaft seal to promote a dry bilge.



## 7. Bow Thruster (New 2023)

Before leaving or entering a marina, please activate the bow thruster.

- First make sure the circuit breaker on the nav station electrical panel is “on”.
- Secondly, at the starboard helm control, depress the red button while nudging the joystick to starboard for 1-3 seconds. A beep tells you the thruster is “awake”.
  - It's powerful, so watch your stern when leaving the dock...the bow thruster will pivot your stern into the dock.

## 8. Chart Plotter (Installed August 2019)

The Garmin GPSMap 8610" color chart plotter is mounted in a hub that will rotate 350 degrees.

Select Home from any screen to return to the "Home Screen."

Tips and Shortcuts:

- **Find the Navigational Chart**
  - Press the Home button, select the Nav Chart icon.
- **Zoom In & Out**
  - Pinch two fingers together to zoom out.
  - Spread two fingers together to zoom out.
- **Returning to Vessel's current location**
  - Press the Stop Panning icon
- **Chart Orientation**
  - Click on the chart Menu > Layers > Heading Line
- **Course over Ground (COG)**
  - Menu > Layers > My Vessel
- **Display Brightness**
  - Press to turn on the chart plotter.
  - From any screen, press the start button repeatedly to scroll through the brightness levels. (This can be helpful when the brightness is so low you cannot see the screen)
  - Or Select: Settings > System > Display > Backlight
- **Clearing Pre-Existing routes and tracks**
  - Select Info > User Data > Delete User Data > Saved Tracks
- **Transmitting Radar Signals**
  - Turn on the chart plotter. (If necessary, the radar warms up and a countdown alerts you)
  - When the radar is ready, Menu > Transmit Radar.
- **Radar Overlay**
  - There are two charts that have the radar overlay as default. To turn on radar open the chart screen and press Transmit Radar.
  - Press power button > Radar To Standby from any screen to quickly stop radar transmission
- **AIS Overlay & Target**
  - AIS signal reception is turned on by default. Select Settings > Other Vessels > AIS > Off.
- **My Vessel Layer Settings**
  - Menu > Layers > My Vessel > **Choices of:** Heading Line, Active Tracks, Wind or Compass Rose display.
- **Viewing a List of Routes and Auto Guidance Paths**
  - Select Info > User Data > Routes & Auto Guidance Paths
- **A green light on an option indicates the option is enabled.**



See Product Manual located in binder or Garmin's website for on-screen buttons for a complete overview & instructions.

## 9. Cockpit Cushions

There are 5 dark blue foldable “Sport a Seat” canvas cushions aboard. You can either lay them flat like a conventional cockpit cushion or flip the back up for comfortable back support at the helm, in the cockpit, or even for sunning on the foredeck.

*Please Note: Do not set the cushion up against the Port side helm station. The metal in the seat will affect the compass. Lying flat on the lazarette or again the cockpit is fine*

To engage the “ratchet” positioning of the back, lay the cushion flat, then left back to the desired position. To return to flat, pull it closer than 90 degrees, then release. Please stow the cushions in a stateroom or tuck them under the dodger for dew/rain at night. Thank you for your care!

## 10. Depth Sounder & Forward Vu (Installed 2019 & 2021)

**Misty Blue Yonder** is equipped with a Garmin depth sounder with cockpit display at the starboard helm & center console. Misty Blue Yonder draws 7’ of depth.

It is calibrated in feet, set to read from the transducer, which is about one foot below water level. If you assume the reading is from the top of the water, you will have a modest one-foot safety margin; but **DO NOT** count on this safety margin. The two biggest hazards to boats in our waters are rocks and docks. It is dangerous to sail in water less than 30 feet cruising, 15 feet in an anchorage. In the past, we touched bottom in 8 feet of water.

Activate the depth sounder through the “Navigation” circuit breaker.

Please note that depth sounders frequently give false readings in deep water. In the San Juan’s, 400’-600’ are common and the transducer may give false readings as its sensitivity increases in an effort to obtain some reading, often from changes in water density, salinity, or underwater debris.

Due to those frequent changes in depth readings (especially in very deep water), it is suggested that you **not** set the depth alarm, but always know your position on the chart.

**Please note:** You **cannot** rely on the depth sounder alone to avoid rocks! It is possible to go from 300 feet to hitting the rocks in less than 30 seconds while under way in some areas! The answer is simple: always have your Navigation and Safety Officer track your position on the chart where rocks are clearly marked. Double-check with the chart plotter zoomed in. Thank you!

We have installed a Garmin Panoptix FrontVü Forward Transducer to help give you time to avoid collisions with submerged obstacles, FrontVü provides a look forward that shows underwater obstructions up to a 300-foot range as you approach them in real time.



The transducers are located under starboard forward stateroom floorboard.

## 11. Dinghy (New 2022) & Outboard

Our Tender has been named, “Ashera”. She is a 161 lb., 11 ½’ foot Hypalon Inflatable Boat. Capable carrying a maximum 1320 lbs., 4 individuals.



The V-section slices through chop for a dry, comfortable ride. The 350 model has an ultra-strong double floor and a watertight forward storage compartment.

The Dinghy is best stored on the davit or may towed behind the sailboat. **Do Not Tow** with engine outboard attached.

The dinghy is so light that in high winds it can “sail” like a kite and even flip. When sailing in anything above 15 knots, attach the painter to the leeward stern cleat. This allows the sailboat to break the waves, block the wind and lower the profile of the dinghy, reducing its susceptibility to “sail”. Alternatively, in winds above 25 knots it is recommended to hoist it on the davit tower system and secured.

Under power with little wind, tow it from the port side, opposite the starboard engine exhaust.

In all cases, it is advised to tow about 5-10 feet off the stern (tied off twice), so not to run over the painter in reverse!

If you use the cabin heat, check that the painter is not in front of the heater exhaust (port side); it melts.

The barnacle-encrusted rocks are hard on dinghy bottoms. It works best, when approaching the shore, to put crew weight aft, step gingerly off the bow, then carry - not drag - the dinghy well up on shore. Just in case, there’s a repair kit in the forward cockpit locker.

The 2.3hp Honda 4 cycle outboard uses straight gas. Please stow it on the tender (preferable) or at sailboat’s stern rail at night and when towing the dinghy (several dinghies have overturned). If you submerge the outboard in saltwater, you will be asked to reimburse the cost of replacement.

SJS provides spare dinghy gas, secured in the dinghy in the plastic compartment. For safety, please **never** store fuel in a sailboat compartment. It is courteous to bring back the outboard topped off from the spare tank.

Outboard procedures:

- a. Untie safety line, If padlocked, unlock, loosen brackets and secure on dinghy transom. Tie safety line.
- b. Open gas line (starboard aft)
- c. Open fuel vent (top of cap)
- d. Turn throttle on “start” position
- e. Pull choke all the way out
- f. Pull on starter rope
- g. Immediately after start, gradually reduce choke until fully depressed
- h. Note: there is no reverse. The transmission automatically engages as the throttle increases. For reverse, pivot the outboard.

- i. For safety, secure red coiled wrap around your wrist. If you fall overboard, the coiled wrap will automatically kill the outboard.
- j. Release outboard pivot bracket as you near shallow water, lift shaft clear of any obstacles.
- k. Kill engine by depressing red button or pulling out red coiled wrap.
- l. Note: if outboard does not want to start, check fuel first, then be sure black bracket on red coil wrap is fitted properly under the red kill switch.

## **12. Dinghy Davit (Installed 2022)**

The Dinghy Davit is an Aluminum Davit Tower which holds the Tender and solar panels. The engine is stored on the tender. To raise the tender, pull on both sides of the lines and secure the line on the cleat mid-range up the davit. It is best to have the engine side slightly lower than the bow to help with drainage. (Plug must be removed.) You can tie additional line to the stern hand hold to bring in the stern for easier removal.

- Please note that the block will hit the outboard. Turn the outboard shown in the picture below. Please hook the clip to the line so the block is above the outboard. Also attach the line between the forward and stern hooks to keep the block away.

Secure the boat by using the lines from the bow & stern dinghy to the cleats on the davit. In heavier seas, secure additional lines to the stern cleats on the boat. Hang the extra lines on the Davit.



## **13. Dodger & Bimini (Installed March 2020)**

Has hand grabs aft and on both sides for safety. Please minimize touching the “glass”. If you get salt crystals from spray, please rinse off with galley fresh water.

If you or your guests use aerosol sunscreen, please apply far away from the dodger. Sunscreen will destroy the panels

## 14. Engine (Installed 2022)

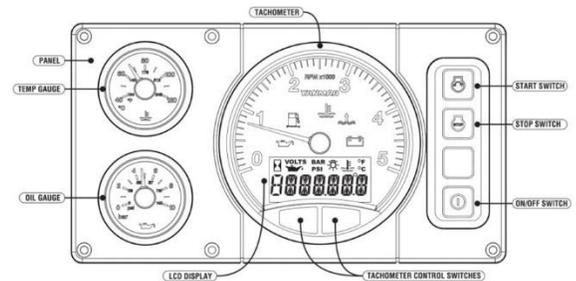
2022 Yanmar 4JH80 engine, 80hp 4-cylinder turbo-charged diesel with PYI dripless shaft seal on a 30mm shaft and 3 blade feathering Max-prop.

Oil dipstick access is via a panel in the starboard aft cabin. The engine is not known to use oil; nevertheless, spare oil lies just below the dipstick in the engine compartment.



### Starting procedures:

- a. At the starboard helm, make sure the lever is in neutral position.
- b. Push the Power Button on Yanmar panel.
  - i. If alarm lamps are on, everything is functioning correctly.
- c. Press the top Start button until the engine starts.
  - i. Do not press the button for longer than 15 seconds
  - ii. Warning Tone will come on if engine has not been started with 1 minute.
- d. Listen/look for water coming from aft end of starboard hull.
  - i. **New:** The Engine Raw Water Flow monitors the intake flow of the water from the sea going to the engine. Alarms will occur if no or low water is flowing to the engine due to obstruction or failure of pumps. Please turn off engine to prevent overheating. Location is in front of engine after raw water strainer.
- e. Warm engine no more than 2 minutes. (Most engines are idled too long, resulting in carbon buildup.) If in a marina, start the engine just before losing lines.
- f. Please pause 1-2 seconds after the “click” into gear before accelerating, to protect the transmission. And of course, always pause 1-2 seconds when switching from forward to reverse. A good habit is to say aloud “forward-neutral-reverse”.
- g. **Important:** Turn on engine compartment blower fan, if operating above idle, to prevent excessively elevated temperatures from occurring in the engine compartment. This could lead to overheating the engine. Button is above start switch.



### Running (flat water, no current):

- 1000 rpm yields ‘marina speed’ of about 3.8 knots.
- 1600 rpm is ‘economy’ cruise (Approximate .5 gal/hr.; range: 650 nm)
- 2000 rpm is ‘comfortable’ cruise (Approximate 1.0 gal/hr.; range: 400 nm)
- 2600 rpm is ‘fast’ cruise (Approximate 2.0 gal/hr.; range: 230 nm)
- 3200 rpm is max cruise. (Approximate 3.5 gal/hr.; range: 140 nm)

**Hint:** Cabin heater use will affect fuel consumption. Also note that the boat wants to head to port when at cruising speed under power.

### Shutdown:

- a. Please allow a 2-minute cool down after running at cruising speed; mainly if you shut down after the wind comes up (not necessary to cool down after entering marina or anchoring, since the lower rpm will have cooled engine.)
- b. Push the Stop button on the engine panel until the engine stops, then press the Power button. This engages the electric shutoff solenoid. There is no separate stop lever.
- c. After turning off engine to sail, slip into reverse momentarily to stop prop counter-rotation and feather the Max-prop. Then return to neutral so that you don't accidentally start the engine in reverse.

**Note:** The gearshift is sensitive, it needs to be exactly middle, or it will slip into either forward or reverse.

### **Engine overheat:**

If the alarm sounds, or steam comes out the exhaust, the engine has overheated. (The alarm will also sound in case of low oil pressure or failure to charge batteries.) Check for the amount of water coming out the exhaust. If it is little or none, the most probable cause is eelgrass plugging the raw water strainer, located at the forward starboard end of the engine. Access by sliding the two latches below the bottom companionway steps and lifting the two bottom steps slightly up and then away. The strainer is just above the water line, so you should be able to clear it with the seacock left open. If there is still no water coming out the exhaust, put Vaseline or a similar substance on the lip of the raw water strainer to assure a better seal.

As an added precaution, there is a grate below the hull to deter eelgrass and other debris. As a result, she has not yet had a clogged strainer.

**Note:** The raw water impellers are replaced annually as part of the preventive maintenance program.)

If the engine overheats with adequate water flow out the exhaust, check the coolant level in the engine (plastic expansion tank accessed port aft cabin). Add water if necessary (spare coolant in front of the engine).

## **15. Fuel**

**Misty Blue Yonder's** 53-gallon (200 liter) diesel fuel tank is located under the starboard stateroom cushion.

The gauge is viewable on the chart plotter **Fuel and/or Engine Gauge** page.

- Press the Home button.
- Click Vessel.
- Then Fuel or Engine option



If the tank is topped off to the fill hose, the tank will distort, and some diesel can seep out of the tank and into the bilge.

Fuel fill is starboard, aft, indicated by the **red** cap labeled "Diesel".

**Fueling:** In the cockpit locker there are rubber gloves and fuel absorbent pads. Before fueling, you may wish to build a fuel absorbent dam fore and aft in case of overfill (reaching for the pads after the spill is too late.).

Please don't fill too fast, track how many gallons are in, keep your ear to the fill, listening to any gurgling, monitor the gauge occasionally while filling.

## 16. Heads and Holding Tanks

**Note:** Using the heads correctly can help create your time on the vessel a great experience. Using them incorrectly can lead to a much less than optimal experience.

The **Rule of the Sea** is: The person who plugs the head, unplugs the head.

Experienced sailors' rules:

- To avoid the "rule of the sea" above, nothing goes down the toilet that hasn't been eaten, including Cherry Pits. Please place **feminine articles and toilet paper** in the waste basket, bio-degradable or plastic, or zip lock bag... This cannot be emphasized enough; it makes for a much more pleasant cruise... Habit on land is hard to break. Unfortunately, every year someone ignores this rule, and a head gets plugged up.
- Those items will plug the lines and/or damage the pump, resulting in the inability of using the head completely, thus leaving human waste remaining in bowl.
- Gentlemen at Sea sit down to pee (while underway or anchored in rough weather).

The aft head toilet is electric and uses salt water. (New toilet, pump & hoses 2023)

The forward toilet is a Jabsco standard manual. On this, please always turn the handle to "closed" (dry bowl) as a precaution against sinking the boat.

### **Operation of electric toilet:**

- For liquid effluent, push & hold bottom switch right to empty bowl (no filling) and/or top switch to the right to fill and flush at the same time.
- For solid waste, push & hold bottom switch left to fill the bowl to desired level, then push & hold right to macerate & empty bowl (no filling) and/or top switch to the right to fill and flush at the same time.



### **Operation of manual toilet:**

For liquid effluent:

- use the toilet.
- pump 3-5 times in “dry bowl” to empty.
- flip switch to “flush” position.
- pump 3 or 4 times to bring in and flush out “fresh” saltwater.
- flip switch to “dry bowl” position.
- pump until bowl is empty.

For solid effluent:

- flip switch to “flush” position.
- pump 3-5 times to bring in supply of “fresh” saltwater.
- use the toilet.
- pump 5-12 times to move solids into holding tank.
- flip switch to “dry bowl”
- pump until the bowl is empty.

**Y valves:** Each head has an exposed Y valve on the wall near the toilet. The arrow on the short end of the handle points to either “overboard” or “tank”. USCG regulations require effluent go into holding tanks in US waters, regardless of water depth and tidal flushing action.

In Canada, though the ecology is the same, holding tanks are only required to be used in shallow “no discharge” zones, normally anchoring bays and marinas up to 12 miles from land. Exercise your judgment. It is advised that in shallow bays and marinas, where solid effluent has an adverse effect, use shoreside facilities or the holding tank for solids. The state director of saltwater quality informed us that liquid effluent from boaters has no adverse effect on water quality; nevertheless, its discharge is not permitted by USCG regulations. Yet, this information may be helpful in emergency situations, knowing it is preferable to switch the Y valve to overboard for liquid effluent than to have tanks overflow.

### **Holding Tanks:**

**Forward:** 40 gallons, located at the bottom of the sail locker. Accessed by removing fenders and/or spinnaker from sail locker. *(Normally no need to access, unless opening the seacock to discharge tanks to open sea; Canadian waters only & 12 miles from land)*.

**Aft:** 40 gallons, located under and between the two cockpit helms. Accessed by lifting the cockpit sole hatch between the wheels. *(Normally no need to access, unless opening the seacock to discharge tanks to open sea; Canadian waters only & 12 miles from land)*.

A red light near each toilet illuminates when the holding tank is full.

Tank level monitors are installed for both port and starboard tanks. The levels may be viewed on the Maretron DSM410 (2<sup>nd</sup> page) located at the Nav Station. The screen is set to display percentage full. (Scrolling through the different pages will show varies additional displays.

Holding tanks can be emptied two ways:

- Pump Out:** (preferred method): Each tank has a deck fitting painted black and labeled “WASTE” for use at a pump out facility or by portable pump out cart.
- To Sea:** Canadian waters only & 12 miles from land. Assure the “Red Macerator” circuit breaker (located on



the DC panel) is switched on. Press red lighted switch on and it will empty a full holding tank (normally about 5 minutes).

**Note:** The holding tanks seacocks need to remain open during discharge

**Don't** use a holding tank when the red light is illuminated on the "tank" monitor in each head. Please do not overfill the holding tanks, or effluent will overflow through the vents, which yields foul odors, dirties the hull and, if solids clog the vent, prevents the holding tank from either filling or emptying. This shuts down the toilet. In a worst-case scenario, you can explode the holding tank!



Depending upon the number and type of flushes above, and the number of people aboard, the holding tank may be a day or two of usage.

**Hint:** you may find vinegar and vegetable oil on the forward head shelf. Every few days, it is best to put about a cup of vinegar down the toilet, flush it, then follow it up with a couple of tablespoons of vegetable oil to lubricate the gaskets. It can make an amazing difference in ease of operation.

## 17. Heating System



The Webasto 90S diesel-fired thermostatically controlled hydronic (circulating hot water) boiler system features forced air fan-driven radiators in each of the four staterooms, plus the main salon. Each room has its own "high", "low" and "off" rocker switch for customized "per cabin" comfort. The heater draws from the main diesel fuel tank.

The heater warms the domestic hot water somewhat to take the edge off in the morning before the engine fires up.

Operation: To activate the heater, simply flip the chrome toggle switch next to the thermostat at the nav station to "on". A fan control green light indicates the heater is activated. Set

the thermostat to the desired temperature. Because the circulating water must first be heated before the radiator fans are activated, it takes about 10-15 minutes before you feel heat.

Note: if the engine is running and the heater is "on", the heated engine coolant will automatically heat the furnace blowers to reduce heater diesel consumption.

When it's cool, turn on the cabin heat to take the chill off in the morning, and sometimes in the evening. After "at temperature" has been achieved, it is best to usually turn it off. It is best to always turn the heater "off" at night, both to sleep cool and to avoid the clicking sound of its electric fuel pump which is the loudest in the aft starboard stateroom.

## **18. Inverter & charging points**

**A/C:** At or under the nav station seat, two portable 12v/110v inverter plugs into the cigarette lighter type 12v receptacle. It's handy for charging cameras and cell phones. It does not have sufficient wattage to power a hair drier (excessive draw may burn the fuse in the cigarette receptacle wiring). A second inverter, located in the cabinet above the freezer, powers the television.

**D/C:** There are USB charging point panels at the Nav Station and in every stateroom. 12v DC plug in are at the Nav station and in the Starboard aft stateroom.

## **19. Knot meter**

There are two speed readouts: speed through the water (registered at starboard helm), and speed over ground (registered by the GPS on the chart plotter, which takes the effect of current into account).

The impeller is under starboard forward stateroom floorboard. If you catch eelgrass on the impeller, it may read 0.00 or other false readings, in which case you can try to clear it by traveling in reverse.

## **20. Life Sling**

The Life sling just outboard of the starboard steering station is rated best in person overboard recovery. Review the cartoons on the face of the bag for procedures. The lanyard is secured to the boat so that tossing the floating harness allows it to tow behind the boat like a ski tow rope. Circling the person overboard will draw the recovery line near them.

The low swim platform and short walk through transom simplifies crew recovery (and dinghy use).

## **21. Lighting**

All lighting is operated by a switch either location next to the light or at a light switch on a pane, wall or ceiling.

The Nav station and kitchen lights are either a White/Red or multi-color features for night sailing.

## **22. Radar (Installed September 2019)**

The Garmin Fantom 18" Plus radar.

It is best to leave the radar on "standby" unless needed, because it has considerable power drain.

Please do not navigate at night or in fog. If there is fog, stay at your mooring until it lifts. Safety of you, your crew, and the boat is paramount.

The radar is intended in case you are unpredictably enveloped in fog while underway.



## 23. Refrigeration

There is a large refrigeration compartment, plus a separate freezer compartment.

It operates on 12V batteries and there is adequate battery capacity to leave it on continuously. The ideal setting for most people on the clockwise dial is to point the dial straight aft. Anything more will freeze your lettuce.

## 24. Sails

**General Sailing Comment:** Overall, this is a great sailing boat, among the finest ever sailed. Cruises in a light breeze & stiffens nicely as winds build. Although the boat is equipped to sail in a wide variety of conditions, if a storm is forecast, please stay put or find shelter. But if caught in a blow, she has been prepared well for your safety. Misty Blue Yonder imparts a wonderful sense of confidence in higher winds and remains well balanced with little weather helm. She sails best & comfortably when kept under 20 degrees of heel.

All lines lead aft to the cockpit.

**Mainsail (New 2021):** Tri Radial fully battened, loose footed, with lazy jacks, and three pre-rigged reef points. The clew reefing lines are led aft to the cockpit, port cabin top winch.



If not already secured to the mast, you may wish to slack the lazy jacks and lead them forward, so the leech does not foul during hoist.

The main halyard is usually secured to the end of the boom or on a turnbuckle on the starboard standing rigging.

Generally, it is easiest to hoist the main with a crewmember hauling on the main halyard at the mast (portside), while someone else takes up the slack in the cockpit. Usually, the mainsail will get about 3/4 hoisted doing this.

To get nearly full hoist, have the crew at the mast pull the halyard straight out (like a bow-and-arrow) as the cockpit crew takes up the slack on the release stroke. A number of pulls like this normally brings it within a few inches of full hoist.

For final luff tensioning, use the two-speed cabin-top winch.

Trailing tell-tales assist mainsail trim.

This boat sails best when carrying a touch of mainsail luff, and the tell tales flying straight.

With the multi-purchase solid vang, set sail shape with the main sheet, secure it with the vang, and as she eases off the wind, ease the traveler.

To flake the main, first tension the lazy jacks, then secure the lazy jacks to the mast mounted cleats.

After flaking and tying the mainsail to the boom, secure the main halyard to the end of the boom, shroud turnbuckle or its own line for the night and move the lazy jacks to the mast, looping them under the gooseneck reef hooks and re-tensioning. At cruise end, please put on the boom cover.



**Hint:** if the lazy jacks slap the mast, secure them tightly under the washers of the reefing horns, as shown in the photo (especially when sailing in a good breeze) or else move them outboard of the flaked sail luff. Either method moves them away from the mast and avoids mast slap. In higher wind conditions, put them outside the boom cover, which gets them away from the mast.

**Reefing:** Release the mainsheet and boom vang. Ease the main halyard while crew attaches the tack ring to the gooseneck hook. Tension the halyard to the desired reef point. Tension the single line



clew reef. Re-tension the mainsheet. Re-tension the boom vang.

**Note:** in stronger winds, it is easiest to reef from the Hove-To position.

### **Genoa, Harken Furler and forestay (New 2023):**

The primary winches for the 135% genoa (Harken roller furling) are chrome two speed self-tailing Harken 50.2's.

The genoa fairleads are adjustable underway with the control lines in the cockpit...very handy to move the fairlead forward when sailing off the wind. The best fairlead position for close hauled is in line with the aft edge of the nearby deck hatch.



### **Cruising Spinnaker:**

If you are experienced with a cruising spinnaker, you are welcome to use this sail in light wind conditions. If you have not employed them previously, please do not do so. Without experience, there is a high chance you will get in trouble quickly.

Available on request, the spinnaker is stowed in the sail locker forward. The asymmetrical cruising spinnaker is designed for beam to broad reach sailing in breezes up to 15 knots true, 10 apparent. Attach the tack lanyard to the shackle just below the jib furling drum.

The sheets and turning blocks are stowed in the spinnaker socket bag. \* To employ, hoist the sock using the green spinnaker halyard and raise the sock as illustrated in the photos below.



1 – Open sock in sail locker



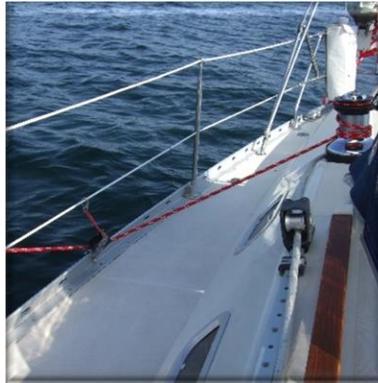
2 – Attach halyard



3 – Hoist sock



4 – Attach tack as shown



5 – Attach blocks/run sheet(s)



6 – Raise sock



7 – Continue sock raise



8 – Take up sheet slack



9 – Trim sheet, edge of luff curl

To jibe, it is better to lower the sock and running sheet to other side.

To douse, reverse the above sequence.

\* Spinnaker snatch blocks are in a mesh bag in the Starboard lazarette Tackle & Blocks bin. There are additional blocks locating in the sail supply bin located in the aft settee storage area (forward of nav station).

## 25. Shower

Both heads incorporate a shower. Extend the sink faucet and place into the shower holder—or just hold it and wet yourself down. Please activate the shower sump circuit breaker at the nav

station before showering. After showering, press the black sump pump switch down until you hear the pump no longer under load.

Thank you for drying the mirrors after use to prevent premature failure.

## **26. Solar Panels (New 2022)**

The Solar array panel located on top of the Davit is a LG NeON R LG435QAC-A6 435W Solar Panel. Maximum rated power of 435 watts, 41.1v and 10.59 amps. It is all automated; there is no adjustments or control.

## **27. Stereo**

There are three sets of speakers aboard. For operating details, please see the Owner's Manual in its own 3 ring binder in the ship's library.

- a) Two JBP portable speakers: One in the cockpit and the other hanging on the ceiling in cabin
- b) AM/FM/CD/MP3/WMA: Pioneer brand, located at Nav station. The CD player is behind the front radio panel, accessed by a button in the upper right-hand corner of the radio.
- c) Satellite stereo: The XM satellite stereo feeds into the Pioneer receiver. To activate satellite stereo, push the "source" button until XM satellite shows.
- d) IPOD: iPod cable feeds into Pioneer stereo.
- e) Salon and cockpit stereo speakers: activate your choice of salon or cockpit speakers (or both) with push buttons behind the small door on the right as you sit at the nav station. Note there are four buttons. The inner two must always be depressed. Depressing the forward button activates the main salon speakers; the aft button activates cockpit speakers. Hint: if cabin speakers sound muffled, assure nothing is sitting on them (they are mounted horizontally) and that treble has not been inadvertently misadjusted.

## **28. Storage (Including Emergency Equipment)**

There are ample storage areas with the Jeanneau 45 design. Here are the storage areas found to be of greatest use:

### **Food:**

- a. Given the large capacity of the refrigerator, you are able to stow optional refrigerated items in it. Feel free to use the plastic storage containers for organization and easier access to items.
- b. Salon center settee. Located opposite the galley counter, the under-settee storage of the center island settee is large and convenient.
- c. The center console has a top drawer with spices.
- d. Large standing cabinet forward, port. This huge custom designed locker has three slides out trays and is probably the single most convenient large storage area, and is used mainly for cutlery, pots and pans and other galley ware. Note the custom adjustable teak tray heeling stops. Please always employ them. It avoids damaging the door and trays when heeled to starboard.

- e. Under forward settee cushion. Big storage compartment under these cushions.
- f. Behind settee cushions. Ample storage behind the starboard settee cushions, and some, though more cumbersome to access, under the starboard settee cushions.
- g. Above galley counter cabinets, there are quite a bit of space in the cabinets above the refrigerator and freezer.
- h. Under forward stateroom cushions. Ample stowage here and easily accessed.

**Clothes:**

Each cabin has a hanging locker, a cabinet, and stowage compartments. Forward cabins have 2 drawers.

**Tools:**

Under the aft settee cushion.

**Emergency supplies (extra batteries, first-aid kit, flares, flashlights, horn, etc.)**

In the navigation station side compartment, Lower & Upper.

**Fenders:**

Stored in the sail locker forward; droop the fender lines over the top rung of the sail locker ladder for easy retrieval.

**Cooking utensils:**

In the forward galley cabinet (above) and under the counter just forward of the stove in a slide out cabinet.

**(Note: the teak pull insert recessed in the door; please do not pull on the push/pull lock knob. Sometimes it is easy to forget to lock this cabinet before sailing, and it can slide dangerously out; just push the button in.)**

**Lines**

Dock Lines - Starboard lazarette

Halyard and sheets – Anchor Locker, starboard lazarette & spares in forward port v-berth

**Trash:**

There is a large plastic trash container under the galley sink, and small ones under the sinks in each head.

You can accumulate trash if you wish into a large trash bag (please compact it first, stepping on cans and containers) and stow it carefully in the cockpit sole “life raft” storage area accessed between the two helms. Please note the handhold cutout as shown for lifting.



This also gives access to the steering quadrants and cables, so please keep any trash bag well forward in the compartment.

## 29. Stove



The four-burner gimbaled SS propane stove with oven, must have the propane solenoid switch “on” to operate (located under the electrical panel at the nav station). Press the igniter button or alternatively use a “firestick starter” to light the burner. (Note: you don’t need a flame to ignite the burner, only a spark).

Depress the stove knob, turn left 90 degrees and light. Turn further to the left to reduce flame (simmer).

Oven: 1 – Set knob to Pilot Light. 2 – Open oven door. 3 –

Depress red rod at the right edge of stove as you ignite the oven pilot light. Wait a few moments as the thermo-couple heats, then release red rod then turn thermostat knob to desired temperature. In a couple minutes the entire oven burner will ignite. It is suggested that whenever you turn off the stove burner, you shut off the propane solenoid, which, for safety, shuts off the propane flow in the cockpit propane locker. There are two propane tanks in the port aft cockpit propane well, vented to the outside for safety; each tank normally lasts 6 weeks.

## 30. TV

The 22” Hi Definition flat screen television swings out from its stowed position on the aft bulkhead above the freezer. It had several various inputs.

To operate, assure “12V outlets” breaker is on, that the small inverter in the cabinet above the freezer is on, and that the TV is plugged into it. The remote control is in the nav station.

Enjoy!

Oh, one thing...the multi-fold arms on the TV mount for customizing your viewing angle? Please assure the TV is secured to the Velcro before sailing!

## 31. VHF Radio (New 2023)



There is a Standard Horizon 1850 GPS VHF radio at the nav station, with a RAM mike at the starboard helm, facing the port. The RAM mike must be connected before turning on the nav station VHF. The RAM mike enables you to hear, tune, and transmit from the cockpit.



For your convenience, three channels are “tagged” for you: 80 (San Juan Sailing’s channel), 69 (a boat-to-boat communications channel), and 16 (the emergency and contact channel). Please remember to touch the “scan” button on top of the remote mike after each use so that you automatically monitor channel 16 while underway. (To “tag” a channel when it is displayed, hold down the “scan/tag” button until you hear a beep. To “untag”, do the same until you hear two beeps.)

Use the “WX/CH” button to access the weather channels (Ch 4 & 7 is most common in the San Juan’s. Listen for “Northern Inland Waters”) Expect small craft advisories on the



Straits of Juan de Fuca to the south, and the same for the Straits of Georgia to the north on clear afternoons. Press “WX/CH” again to return to your normal channel.

There are a product manual in the fore cabinets with full instructions.

There is a separate handheld ICON VHF and charger location at the Navigation table.

## 32. Water

There are two water tanks—one under each forward stateroom, and both vent to the anchor well. They hold 170 gallons (660 liters) between them, or 85 gallons (330 liters) each. Fill locations are up on the bow on both port & starboard sides. Fill caps are painted blue and labeled “WATER”.



The manifold to switch tanks is located near the companionway, behind a small door at the port aft end of the aft settee; the door is labeled. The default setting is set to both port & starboard tanks open to help with balance while underway.

New for 2020, tank level monitors are installed for both port and starboard tanks. The levels may be viewed on the Maretron DSM410 (1<sup>st</sup> page) located at the Nav Station. The screen is set to display gallons & percentage full. (Scrolling through the different pages will show varies additional displays.)



Please monitor the water levels to prevent air from reaching the water pump. If air gets in the pump, it will spin freely and not shut off and eventually burn out, unless someone hears it (not possible with engine running or when on deck) and flips off the breaker. The water pressure pump is under the nav station.

The foot pump at the galley produces either fresh or saltwater; lever is under the sink. In the salt position (normal) it’s handy for conserving water by cleaning & washing the dishes with salt water, then rinse with fresh.

Hot water is produced by two methods:

- Engine:** It takes about 30 minutes under solid load to heat the large hot water tank (under the port helm).
- Shore power:** If hooked up, turn on the “hot water” circuit breaker on the 110v panel above and to the right of the nav station.

(The Webasto cabin heat also makes warm, but not hot water).

## 33. Windlass

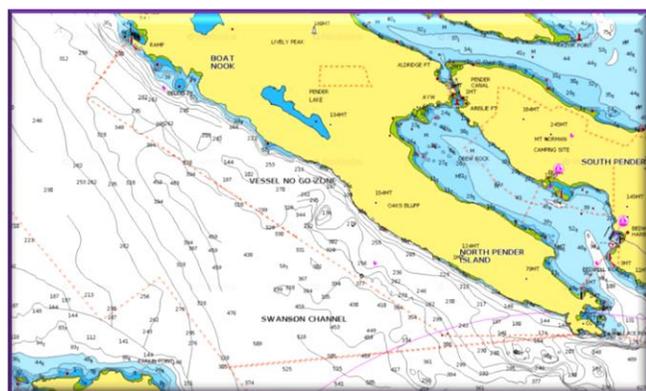
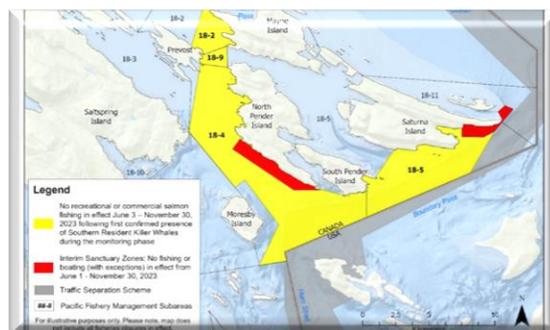
The windlass circuit breaker is beneath the lowest companionway step. Down is on.

Please review the procedures under “Anchoring” above.



## 34. Whale Wise & NO-GO Zones

**Being Whale-Wise.** Our local Killer Whales are a wonderful part of the local family. But they are having a difficult time surviving due to declining salmon runs. These whales use echo location to find and catch their food. Therefore, noise pollution from boats and ships makes it harder for them to thrive. In an effort to decrease human impact to the whales, both the Canadian and US governments have implemented rules. We provided you with a summary of these rules in the packet you received when you arrived and there is more information in section 10 of the white reference book onboard Misty Blue Yonder. In general, stay at least 400 ft. away from the whales. Sometimes they come to you, if this happens



shutdown the engine and turn off the instruments (assuming this is safe to do). They can hear the pings of the depth sounder – this is why we have you turn off the instruments.

In Canada they have gone a step further by creating some zones where boats are not allowed. This further improves the environment for the whales. The red areas in the diagram to the left, displays one of these zones.

➤ Note this is just to the west of Bedwell Harbor, so on your way in or out of there be sure to avoid this area.

➤ **Note:** There are huge fines for violating these zones.

We have further created boundary areas on our chart plotter for Whale No-Go zones, Rocks and other potentially dangerous areas. Please refer to the paper chart provided for a complete list of No Go zones.

## 35. Owners Information

We wish you the best experience possible on Misty Blue Yonder. If you have any questions while out on your charter, feel free to contact us. Most questions and issues can be answered quickly. Please text first, with your name and MBY, so we know you are not a spam caller.



Kurt Sassé  
(425) 530-6512 (cell)

Etjen Mack-Palmer  
(206) 227-1839 (cell)

