

Owners Comments

Monday, April 18, 2016 8:13 PM

Welcome to MokiMak, a San Juan sailing adventure:

MokiMak is a 2015 Seawind Catamaran. Seawind Catamarans are from Australia and the most chartered cat in OZ. MokiMak is very easy to sail we have outfitted her with an eye to making her comfortable and fast. MokiMak has a self tacking jib, electric winch for the sails and electric windlass with chain counter for easy anchoring. She also has a mast mounted camera for easy docking and mooring.

MokiMak is 38' long and draws only 3'8" of water. Her square topped mainsail has a special glide system to easily raise and lower the mainsail. The electric winch easily puts it up. Her self-tacking jib makes coming about very easy without handling any lines. The tri-fold saloon door lifts entirely out of the way and creating a huge saloon for friends and guests. The cockpit has a full enclosure and the diesel heater creates a perfect living space for the cool mornings. She has three cabins and can sleep 8 with the saloon table turned into a bed.

This is her second sailing season, fully outfitted and ready to go. MokiMak is a step up in performance and comfort from your normal catamaran. She has been custom modified for sailing in the San Juan's. MokiMak has a complete 2015 Raymarine premium e-Series instrument package. Large e125 chart plotter, Tridata 70, Raymarine Radar and AIS. Her Fusion 700i stereo is state of the art, connect to your iPhone or iPod, it is Bluetooth enabled. The electric windlass can be controlled from the cockpit or from the deck. The chain counter will tell you how much chain is out and the folding prop adds about a knot to the speed.

Please see the manuals on Mokimak for more detailed systems information.

Moki = Deer in Hopi Mak = good looken (slang) Spedis Owl Logo = ward for sea monsters :)

We are excited to sail our boat and share it with our charter guests. I can be reached at jon.texter@gmail.com for questions and comments.

Fair Sailing



Table of Contents

Friday, November 28, 2014 11:40 AM

1. Owners Comments
2. Table of Contents
3. General Info and Specifications
4. Safety Equipment
5. Sailing and Rigging
6. Anchoring
7. Docking
8. TriFold Door
9. Engines and Fuel
10. Instruments
11. Plumbing
12. Exterior Maintenance
13. LP Gas & Cooking
14. Webasto Heating
15. Electrical
16. Refrigeration
17. Dinghy and Outboard
18. Departure Checklist
19. Sailing in the San Juan's
20. Seawind Reviews



1.

General Info and Specifications

Sunday, April 17, 2016 7:26 PM

LOA	11.6 mtrs	38"0"
LWL	11.3 mtrs	37"0"
BEAM OA	6.5 mtrs	21"4"
BEAM CL - CL	4.9 mtrs	16"5"
DISPLACEMENT	7,000 kgs	15,400 lbs
MAST HEIGHT ABOVE WATER	17.9 mtrs	58"9"
HULL DRAFT	1.15 mtrs	3"9"
RUDDER DRAFT	0.95 mtrs	3"1"
UNDERWING CLEARANCE	0.71 mtrs	2"3"
MAINSAIL JIB, SCREECHER	57 mtrs ²	633 ft ^{sq}
	21.8 mtrs	242 ft ^{sq}
	54 mtrs ²	599 ft sq
WATER TANK CAPACITY (1 TANK)	700 litres	170 gal
HOT WATER	40 litres	11 gal
FUEL TANK CAPACITY (2 TANKS)	320 litres	84 gal total
HOLDING TANKS (2 TANKS)	240 litres	63 gal

FCC Call Sign: WD 13874

(For normal, non--emergency transmission, use "*MokiMak*". The FCC call sign will give the Coast Guard access to information about the boat in an emergency.)

MMSI Number: 367692810

(This is the number broadcast through the AIS transmitter and is linked to data about the boat. It gives other boats with AIS receivers, including the Coast Guard, access to this data.)

Coast Guard Official Number: 1261129

(*MokiMak* is Coast Guard documented. The Certificate of Documentation is included with the ship's papers and may need to be presented to various authorities, including the Coast Guard, assorted Sheriffs and miscellaneous customs and border officials. You should not be asked but *MokiMak* is exempt from Washington registration because it is documented and a charter vessel.)

Phone numbers

- San Juan Sailing office at 800--677--7245 call channel 80
- Maintenance pro Dave Thompson - cell - (503) 997-6243

Safety Equipment and Rudder Info

Sunday, April 17, 2016 7:18 PM

SAFETY EQUIPMENT

Life Jackets - 8 Type 3 lifejackets are located in the starboard seat locker.

First Aid Kit: A complete first aid kit is located in the port cabinet by the main head. Band-Aids and antibiotic ointment are located in each of the medicine cabinets for minor scrapes or cuts. Please note any usage of these items so they may be replaced for the next Guest.

Flares. Visual day/night distress signals are located under the Port helm seat.

Lifesling

The Lifesling on the starboard lifeline. Review the cartoons on the face of the small plastic case 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.

Portable Fire Fighting Equipment

Portable fire extinguishers to be located in the following locations:

(STBD) - AFT cabin in the open locker

(PORT) - Head under the sink

Rudders and Steering: If you have a problem with one of the rudders you can open this hatch and separate them, each helm station will steer that rudder independently.



Sailing and Rigging

Wednesday, May 18, 2016 9:53 AM

I am amazed at the rig on MokiMak and she is especially easy to sail. MokiMak features a self tacking, roller furling jib and single line slab reef mainsail with lazy jacks for reefing. When tacking there is no need to adjust the lines just turn and the boat will tack. With two helm stations you have full vision of both sides of the boat and a mast mounted camera to see everything.

Three single line reefing points are provided and are controlled from the cockpit. Reef when the wind gets above 20 knots. If you are sailing in greater than 30 knots either put the third reef lines in or take down the main. Catamarans don't heel so it is important to pay attention to the wind speed.

The Jib - is controlled and put away with the headsail furler control on the Starboard side. Two lines will do it all. MokiMak has a self tacking jib, occasionally when the wind is light she needs a little help tacking, just walk forward or loose the sheet to tack.

Mainsail – When going down wind use the traveller **first** to control the main and the sheet second. Keep the main from touching the shrouds by having main traveller fully out, center the traveller when tacking into the wind. Use the traveller to control the boom when reaching it is much easier than just the main sheet and standard with cats.

Screecher - see Reaching below and special requirements

TIP: She's a catamaran, and so she doesn't heel. A mono hull boat will let you know if you need to change sails on a cat you need to monitor the wind. Adjust the sails based on the wind speed alone.

Winches

The primary winches on MokiMak is a Lewmar 45ST electric winch and two Lewmar 40ST self tailing winches for the jib sheets and reefing. Remember it is easy to overtighten the main halyard with the electric winch. There is a mark on the line as it goes through the stopper.

All sheets and halyards are brought back to the cockpit and held with dedicated clutch or jammers and the winches are used for multi purposes. There is no need to go forward for any line control.

Cautionary Note About Electric Winches

This is our first boat with electric winches and we have discovered that, while they are wonderful if you aren't fond of ruining your hands and back and getting winded and sore while pulling lines, they also need to be approached with caution. If you have not used electric winches before, please keep in mind that they are awesomely powerful and, because they replace human effort with electric power, they limit the feedback that you would otherwise expect if things are not right.

MokiMak is set-up to be easily sailed by a small crew. There are, however, a few points to consider and are outlined below.

To deploy the main:

1. Steer head-to-wind and maintain course.
2. Unzip the lazy bag.
3. Attach the halyard to the head of the sail (make sure the halyard isn't twisted)
4. Be ready to release mainsail sheet when preparing to hoist the main.
5. Then, use the electric winch to raise the sail. **Put 4 wraps around the winch so the line doesn't slip**, winches are very powerful. (Don't over-crank on the winch or the sail could possibly rip somewhere along the luff.)
6. Watch that the sail doesn't get caught in the lazy jacks
7. Fall off and you're sailing! (Now you're ready to deploy the head sail.)

TIP:*As you hoist the mainsail, it can (will) get stuck on the lazy jacks. Pay close attention with the electric winch it is easy for a batten to catch one of the lazy jacks and damage the sail. Just keep the boat directly into the wind. It's very important to keep the bow straight into the wind the autopilot will help, and the main sheeted so it can't move too far and harm those on top of the deck salon. Then be sure to have a crew on top of the deck salon feeding the mainsail through the lazy jacks as you hoist the mainsail. **If you put the boom a little to starboard it will give you more room to stand on the cabin top.***

When letting the mainsail down, it will flake nicely for the first 1/3 to 1/2 of the sail, but then will require a few tugs on the leech or luff to help flake the rest of the mainsail neatly into the lazy bag. Have the boom a little off center. Please don't stand on the solar panels.

Tip: *You can leave the main halyard attached to the sail but, if you do, you will not be able to tighten it because that will just raise the sail. A loose main halyard will bang on the mast in any significant wind, annoying you, your crew and probably the inhabitants of all nearby boats. It can also get blown around a spreader where it can be quite hard to dislodge. To avoid such annoyances, you may wish to detach the halyard shackle from the sail and move the halyard to a fitting, which will move it away from the mast and allow it to be tightened.*

MOKIMAK is a delight to sail. Her sail plan (a self tacking jib and fully battened square top main and a furling screecher for light winds) was selected with consideration for single or short-handed sailing. Once she has way MOKIMAK is easily steered with small rudder changes. Her perfect breeze is 10-25 knots with no heel. Full sail can be carried in winds up 20 knots. If you reach the edge of your comfort envelope sooner, don't hesitate to shorten your sails. Remember, "Reef often and reef early." You can always shake them out if you decide you've been too conservative.

SAILING WIND ASTERN: Do not fall off more than 150 degrees to the apparent wind.

-Put the traveler out as far as possible and slacken the sheet slightly.

*-Make sure the mainsail **does not touch the shrouds**; the rubbing of the battens will wear the material and cable very rapidly.*

-Keep mainsail and jib up to 20 knots speed and put in one reef or more if the accelerations are sudden and strong of if sea conditions deteriorate.

Reefing and Sail Control

MokiMak has Single Line Reefing meaning one line taken up in the cockpit reefs both clew and tack of the sail. The Mainsail has three reef points. For many people who are new to multi-hull sailing, the first question they ask is "When do I reef?" When sailing on a mono-hull yacht it is easy to tell the boat is overpowered by excessive heel and a heavy helm. On a cat like the Seawind there is limited heel and the balanced spade rudders provide a light,

neutral feel on the helm. As a guide we have outlined some suggested reefing wind strengths below.

WARNING: The following reefing wind strengths are recommended

20 knots - Mainsail First or Second reef. There is no exact formula, are you beating into the wind or reaching? Use caution and don't put up too much sail, she sails just as fast in higher winds with a reef in the mainsail.

28 knots - Mainsail Third Reef.

Reefing the Mainsail: “Reef early and reef often.” This will keep your crew comfortable and you from rounding up also doesn't affect the speed very much. Reefing the main is easy and can be done from the cockpit. Generally at 20 knots put in the first reef and you will find that it doesn't decrease performance. Here's how.

1. De-power the main (by heading up or heaving to).
2. Be sure the topping lift has not been loosened, and will hold up the boom.
3. Let the tension off of the main sheet.
4. Lower the mainsail so that the reefing point you desire is about 24 inches above the boom and cleat off the main halyard to keep tension on the mainsail halyard when reefing down the foot of the main.
5. Pull in on the reefing line (using the winch if necessary) to tighten the sail, which will draw down the reef point much closer to the boom and “shape” the sail.
6. If needed, raise the main halyard slightly (with the winch).

Remember to loose the reefing lines when the wind lightens and you shake out the reefs!

The Traveler

The mainsail shape should be first controlled with the traveler. Unlike many keelboats which have a vang to prevent the boom from lifting, **a catamaran uses its mainsheet and long traveler to control sail shape.** The traveler would normally be held in the center of the track while pointing into the wind and eased off as the boat's course falls off reaching. While running the traveler is fully extended with the sheet on hard enough to keep the mainsail off the side stays. The traveler is trimmed by using the winch on the port side of the targa.

MokiMak has a particularly safe traveler arrangement on top of the targa. By locking off both traveler and mainsheet, the boat has an effective “preventer” so that the boat cannot accidentally gybe, while sailing down wind. Nevertheless, when you decide to gybe, ease enough mainsheet tension so that you can move and lock the traveler on the centerline. Next, as the boat is slowly turned, pull in the mainsheet so that it is on centerline as the stern passes through the eye of the wind, and then smoothly feed it out as the boat goes onto the new tack. After completing the gybe, ease the traveler back down and trim the sail with the mainsheet. This method will ensure safe, controlled gybing even in very windy conditions.

Tip: *Practice with the traveler, it is more like a racing traveller so works easily and quickly.* I use it before the main sheet to control the boom. Watch the lazy line on the traveller and tighten it after moving the boom or it will get tangled.

Reaching and Running

When running with the wind the traveler needs to be fully out and sheet the mainsail as

required. When jibing we generally tighten the mainsheet, jibe and then move the mainsheet cars to the leeward side with the traveller then release the mainsheet.

WARNING: *Please Keep the Mainsail off the Side Stays to prevent premature wear of the sail.*

Screecher - This is a big sail normally used for going **down wind** but will sail upwind at about 60 degrees in light winds. It is on a continuous 'top down furler', be sure too **cleat** the line off after furling or the sail will unfurl. Treat the screecher like you would an asymmetrical spinnaker or code zero. Furl it when jibing or tacking. It takes some experience to furl and can be furled backwards and then not have sun protection, **always furl it counter clockwise**. Be sure to furl it tightly especially at the top (*you can pull down on both sheets while furling*). Watch both the top and bottom swivels, they need to turn at the same time, If the bottom one turns and not the head swivel the sail will not furl correctly. We have someone pull down on the sheets when furling to keep it tight. In heavy winds the top will **unfurl** if not wrapped correctly. If it starts to unfurl take the sail down or run with the wind and unfurl and re-furl the sail. Since it is a light weight sail it will damage easily if left to flap in the wind. This is a good youtube intro, start at minute 3 https://www.youtube.com/watch?v=1b_qcqPXRHU



Anchoring

Saturday, April 16, 2016 3:41 PM

MokiMak carries a 45lb Manson Supreme anchor as standard with 80m (250') of 8mm short link galvanized chain. A second Delta 35Kg anchor with 10m of chain and 50m of rope is also included. It is located in the forward locker.

The scope to use in the islands is generally 4-to-1 minimum. Check your tide data...to know how much water you may lose and how much water you will gain as the tide floods in and ebbs out during your stay. After you have paid out the suitable amount of rode, 2 minutes of reverse (in idle speed reverse) sets the anchor and tests its holding power. If you wish to sleep even better, throttle up to about 1500 RPMs in reverse for another 30 seconds to prove to yourself that the anchor is set well!

For storm conditions (sustained winds of 25+ knots), extend your scope to 6 -to-1, provided you have room to leeward. Otherwise, set two bow anchors (using the secondary anchor, chain and rode) in a v-type pattern for extra holding power.

Anchor Bridle

MokiMak has a Mantus anchor bridle system. It is easy to deploy with the Mantus hook, no shackles to mess with. Slip it over the chain, move up one link and slip the keeper on. The bridle will provide strain relief on the anchor and help keep the boat from yawing. **This is a long bridle and will add 30' to your position so take that into account when you are deciding where to anchor.**

***TIP:** Approach your anchor drop position headed into the wind/current, you will be well set up to drift back as you deploy rode. You can usually tell what the drift is by looking at other boats at anchor. If you are first in, just coming to a stop and seeing what happens works well. I set a way point when dropping the anchor, watch the tides they can be up to 8' more in the Gulf Islands. Set the anchor alarm!*

The **stern tie line** is a 600 foot reel of line in the center bow locker. (Please do not cut the line; it is all needed for certain places in Desolation Sound.) When using the stern tie **keep it tight** to keep the boat from swinging, contrary to how you use just one anchor. We like to tie from stern cleat to shore to stern cleat depending on the anchorage to create a bridal system. I slip a boat hook through the reel to un/re wind. Please rewind it neatly for the next person.

Anchor Windlass

Power is received from the engine start battery. Always operate the windlass while the engine is running! Otherwise, the windlass will drain the start battery. The breaker is at the Nav. station.

Deploying the Anchor.

With an electric windlass this is easy. I recommend that you pay out the chain from the bow. There are up down buttons at the bow and port helm. There is a chain counter at the at the port helm. The chain is marked at 100' with yellow paint. The chain counter is accurate going down but not pulling up. We are getting a new head

for it.

NOTE: the chain counter is +/- 10% accurate going down and not accurate going up. The chain is marked at 100' with yellow paint. We are still trying to figure out exactly what the problem is.

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 it, would be a large draw on the batteries.) Instead, head the boat under power toward the anchor while using the windlass to take up the slack in the chain.

There are saltwater and fresh water deck washes at the starboard trampoline. Salt is on the port side and fresh on starboard. The hose is stored in the starboard locker. We generally run with the saltwater breaker off. Connect the hose and flip the saltwater pump breaker at the nav. Station. **Please wash off the anchor and chain every time it is pulled up.**

Take your time, the anchor chain dropping off of the gypsy will sometimes bunch up under the windlass at about 80,' use a boat hook to knock it down.

Securing the Anchor.

Once the anchor is on the bow roller, be sure to secure the anchor with the “keeper” line. (The chain on the gypsy on the windlass should not be the only thing keeping the anchor from unexpectedly returning to the sea bottom!)

***TIP:** When you can, anchor well away from other boats. (Rafting is prohibited by the charter agreement.) When the anchorage is crowded, it is necessary to ensure that you will not swing into another boat when the wind/tide changes, which it will for sure do. All boats on a single anchor swing but they are not all equally affected by wind/tide shifts so they do not swing the same way. Especially if you are anchored next to a cabin cruiser or a monohull, do not expect to perform formation pirouettes in perfect unison. Most important, if the boats you are anywhere near to are stern tied to the shore, you must be too. If they are not and you stern tie, they will all have to do likewise and you will not be the most popular boat in the anchorage. It is up to each new boat entering an anchorage to act so as not to pose a threat to boats already at anchor. If you are at anchor and another boat arrives with a crew that seems not to be aware of this rule, do not be shy about providing an impromptu education. It's much better than staying up all night worrying about what those yahoos and their boat are going to do.*

Mooring Buoys

Moorage buoys in the cruising area have broken loose from their anchors or drifted from their original locations. Do not assume that a moorage buoy will hold your boat, be appropriately spaced from other moorage buoys or be placed in water of adequate depth. Set the anchor alarm!

You snag them with the boat hook through the ring on top of the ball and pull the chain up through the buoy. The chain is heavy so expect to have to haul up pretty hard or lean over pretty far to attach your line. To avoid line chafe and facilitate uncoupling, we like to use two lines. The working line is attached at the looped end by running the bitter end through the ring and back through the loop and tying it off to a bow cleat. This attachment minimizes chafe but can be difficult to detach on its own. The lazy line is run from one bow cleat through the ring to the other bow cleat but is let out far enough so it hangs loose. When you want to leave, pull the lazy line tight, which will make it easy to detach the working line, after which you can simply pull the lazy line through the ring and be on your way.

TIP: Turn on the bow camera, flip it on and see the buoy. Approach the buoy headed *into* the wind/current, since MokiMak is a cat *you can also get the buoy from the port stern step and walk it forward.*

Anchor Light

Please leave on all night in an anchorage. (It won't deplete batteries.)



Docking

Monday, May 30, 2016 7:22 PM

Docking

When you call into a marina, tell them you have a 38 ft long Catamaran 23 feet wide and 4 ft draft and that you would like an end tie or a long dock or pier. We have had no problem finding spaces to tie up to this past year.

MokiMak docks in reverse very easily. Think of her as a shopping cart, pull backwards on the left and the starboard rotates starboard. But first power very slowly: Power right a second and Neutral and repeat to turn left and power left a second and repeat to turn right. Power both a second and neutral to stay straight. Do the same in reverse and pause in neutral. There is no prop walk. If you want to spin, put right forward and left reverse to spin to the left, she will turn in her own length!. Use the large orange bumper as a floater, you can place it and pivot the boat to the dock with it.

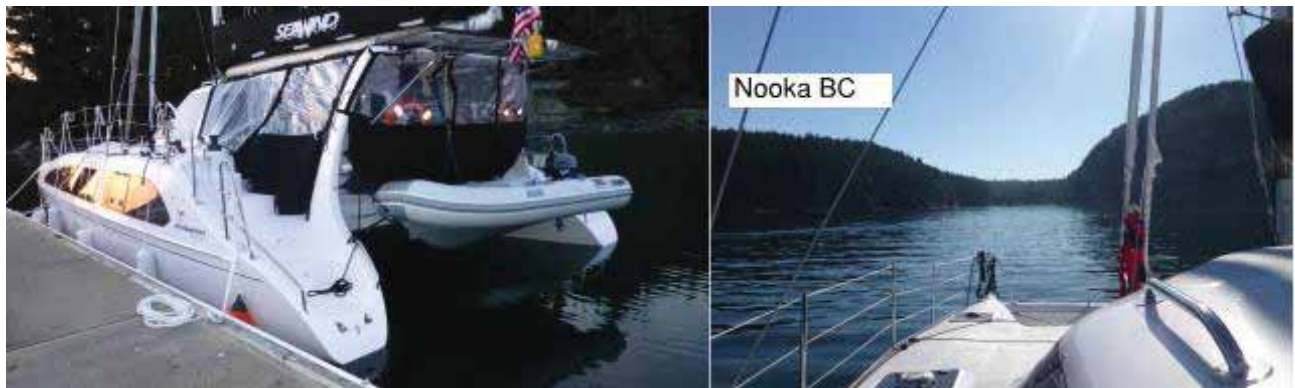
I bring the boat in parallel to the dock and adjacent slowly so there's no damage to the boat. It's amazing how little power you need with two engines, pay attention to the wind and current. I like to think it is like driving a shopping cart (don't tell Mokimak :)

MokiMak has a mast mounted camera that you can use to see the front of the boat from the helm station to help with docking and when approaching mooring balls.

If the docking is tight, I come in adjacent to the boat in front and then back with my controls, don't use the wheel just the engine controls. I'll come in at a 45 degree angle toward a good spot on the dock. I get very close to the dock and have a crew jump off the stern with the Port stern dock line and IMMEDIATELY FULL Cleat it to the closest cleat. Use the orange bumper for a pivot. Now you can use predominantly Starboard engine to bring the bow to the Port side, close to the dock and now you can cleat that line. Now the stern side will be out too far again, which you can fix with port throttle forward and starboard throttle reverse to spin the stern to the dock so you can cleat her tighter.

Youtube has several video's. Here is one <https://www.youtube.com/watch?v=pnvQ95KgJdc>
I've found the cat to be much easier with better control than docking a monohull.

When coming into the SJS docks in high winds or if you'd just like a little assistance upon arrival, simply hail "San Juan Sailing" on VHF channel 80. We'll be glad to offer some "coaching" and/or catch your lines.



TriFold Door

Sunday, October 26, 2014 10:15 AM

Cockpit Tri-fold Door

The Tri-fold door is an amazing feature of Seawind Cats. We just spent two weeks in May and opened it all of the time. With the full enclosure it creates one large space of saloon and cockpit and acts like a sunroom. The three doors fold together and then raise up against the Cockpit roof. It offers complete unobstructed access from the cockpit to the interior when in the fully open position. With two people we open this in less than two minutes. There is a bungee latch at the top to keep the doors open. Please don't open while sailing during storms

TO OPEN:

- 1) Open, fold back and bungee the two outboard doors.
- 2) **Make people aware that the doorway area is to be kept clear during the door raising procedure.**
- 3) Raise the middle door floor barrel-bolts and attach stainless lifting bracket to the fwd face of the door.
- 4) Ensure that the lifting bracket pin is pushed down to hold the bracket securely in position.
- 5) **Lock the rope jammer into the CLOSED position.**
- 6) With 4 wraps around the winch and 1 on the self-tailer, wind the door up into the targa roof.
- 7) Once raised, slide the safety bar down over the foot of the door.
- 8) With the safety bar down and the rope still on the winch and held, momentarily release the jammer to ensure the load is on the safety bar, keeping it in position.
- 9) Ensuring the jammer is closed, you can now release the rope from the winch.
- 10) **WHILE- EVER THE DOOR IS OPEN, THE SAFETY BAR MUST BE DOWN & HOLDING THE DOOR WITH THE ROPE JAMMER ON.**



Engines, Fuel and Gori

Sunday, April 17, 2016 6:51 PM

Two 29 hp diesel Yanmar 3YM30C"s with Saildrive legs power the boat.

Starting.

1. Check the oil level. The dipstick is accessed through the rear cabin under the bunk on the Starboard side and through the shower on the Port side. The dipstick is on the front starboard side of the engines. There is a wide gap on the dipstick between the full line and the fill line. **Do not overfill.** Use the onboard spare oil to add no more than a cup at a time. Then, after waiting about 2 minutes for the oil to trickle down to the pan, check the level again. Overfilling is a bad thing to do to a diesel. The excess oil will escape somehow, perhaps by blowing the head gasket. Also, if the dipstick indicates no oil the first time you check it, reinsert and try again - the correct level will show when the air lock bubble is broken. Expect the oil to be blacker than that of a gasoline powered automobile engine...this is normal for a diesel after only a few hours of operation.
2. Look over the stern for kelp, logs or branches that could foul the propeller.
3. Make sure the gearshift is in neutral
4. Be sure each throttle is set to Neutral. To start the engine, push the ignition button (circle with a line at bottom button) this will start the electric to the engine. It will beep then push the start button. To stop, push the stop button (labeled) wait for the rpm's to drop and then push the ignition button and hold down
5. Expect the engine to start in 5 seconds or less. If the engine doesn't start after 10 seconds of cranking, push the OFF button,
Wait 15 seconds and try again.
6. After the engine starts, release the button, walk to each side of the boat and check for water gurgling out the exhaust ports.
7. While the engine warms, check your fuel level. **Please allow 5 minutes of warm up before placing a load on the engine.** It is very hard on a diesel to be placed under load when cold.

TIP: *If it is very cold use the glo pug button.*



NOTE: the Yanmar engine control panels do not support the engine temperature

Proceeding in Forward / Reverse.

When you push the throttle levers forward you will be in gear. To keep the transmission “healthy”, please remember to pause 2 seconds (say “one and two and”) in the 10 o'clock neutral position when shifting from forward to reverse and visa versa.

Twin 29 HP Yanmar and sail drives are very reliable. Cruising speed is 6-7 knots 2000 - 2400 RPM. Please do not exceed 2600 RPM because it's hard on the diesel and fuel consumption goes WAY UP (at very little increase in actual speed).

TIP: *When sailing without the motors on put the transmissions in neutral and let the propellers freewheel. With folding props there is much less drag. Leaving the transmission in forward will **void** the saildrive warranty.*

Under sail

When sailing under sail the blades will fold, however, you should put the lever in reverse if the engine is not turned on. This will lock the shaft and ensure that the propeller folds and does not spin. You can then put the lever back into neutral.

Ahead

The propeller usually opens in normal forward position, unless the boat has just been going astern. If you want to shift from “overdrive” to normal forward position, the lever will have to be put into neutral when the boat does more than 2 knots ahead, until the blades have folded again. If the propeller keeps spinning put in reverse for a short time, while the boat is still moving ahead. Then in forward position again.

In case of harbor maneuvers the propeller might get into “overdrive” position. Therefore, before leaving the harbor, please always check the position of the propeller by means of the boat's tachometer so that the propeller is in the wanted position.

Astern

In the reverse position the blades swing 180° opposite the forward position, which ensures the same blade leading edge and profile – resulting in high efficiency. If the boat has not been used for some time, you should shift cautiously between forward and reverse a few times before sailing in order to clean the teeth of the blades and the gears from fouling.

Engine Overheat. *If the over heated buzzer sounds while the engine is running, about 999 times out of a thousand it's no more serious than eelgrass plugging up your raw water strainer. The best upfront solution to this problem is prevention—keep an eye peeled for eelgrass mats, especially along those “soapy” looking tide and eddy lines in the water. And don't run over it. When eelgrass gets sucked into the engine cooling water intake, it jams at the raw water strainer.*

Sail drives generally will not clog with Eel grass. Check with San Juan sailing for the latest recommendations. Try to avoid and Eel grass or debris in the water. Keep a sharp watch especially after stormy weather when logs can be washed down the streams into the waterways.

We have added clear deck plates at each strainer to make it easy to see them. To clear the eelgrass from the raw water strainer (above the water line in the engine compartment in MOKIMAK), simply twist off the screwtop and extract the eelgrass and toss it in the galley garbage can. Replace the lid and tighten by turning it clockwise until the lid is seated firmly on the rubber gasket. Then restart the engine.

If upon restarting the engine overheats again, check the seal between the strainer, the rubber gasket, and the lid. If the strainer is drawing air, it won't draw water. If needed, open and then retighten the lid on the strainer...and check to make sure the rubber gasket is in place in the lid (and not lying in the bilge.)

If the above fails to solve the problem, call San Juan Sailing for assistance.

There may be other reasons you hear the buzzer. If you lost oil pressure, the oil icon warning light will light up, so check which light is showing red. If it's the oil light, shut down the engine, check the oil level, and contact San Juan Sailing. The alarm buzzer is more likely to indicate engine overheating, and the temperature icon light will light up. Before you shut down the engine, check for water gurgling out the exhaust. If you have a "wet exhaust", check the coolant level in the overflow reservoir bottle and if none is seen, add enough to reach the top level line on the bottle. (ONLY AFTER THE ENGINE COOLS DOWN, you might remove the cap on the engine block and add coolant.) And check the bilge for a light green liquid. If found in the bilge, call San Juan Sailing. If the coolant reservoir bottle is full, check to see if the engine threw a belt. Without a belt on the raw water pump, the coolant won't circulate and cool the engine. (Replacement belts are located in the engine spares kit.) One other possibility is that the impeller in the raw water pump has failed. While they are replaced each spring with a new one, it's still possible that a hard object may be drawn in and break off an impeller blade. (A replacement impeller is found with the engine spares.) Call San Juan Sailing if you suspect you have an impeller problem.

NOTE: Yanmar 29hp diesels do not support the temperature gauges on the cockpit displays only the engine hours are accurate!

Fueling: *Please be very careful when fueling. Never allow maximum flow from the filler hose. If you do, the fill tube will surge and diesel will spill from the fill hose (**this is especially true on the port side, take extra care, the vents are in the stanchions, you can hear the air pressure leaving the tank, just fill slowly**). There is a funnel and diesel diapers under the port helm seat. It takes only a few drops of diesel fuel in the water to create a sheen and subject you to a Coast Guard fine. Fill slowly and carefully. If you have a spill use dish washing soap, wipe up any excess fuel to avoid yellowing the hull and stern and polluting the water. Also be very careful of drips when removing the hose. Diesel and shoe bottoms are a very slippery and dangerous combination. After wiping, please use soapy water to scrub down any drips so it does not stain the fiberglass.*



TIP: Put your ear down to the fill hole and listen to the diesel flow. When the pitch changes and gets higher and higher, the tank is likely full and you're now filling the hose between the tank and the fill hole. Avoid a fuel spill – STOP! Check the fuel gauge. If the gauge is not on "F", continue filling. I have someone monitor the fuel gauge, it is a little behind in reporting but helps.

There are separate fuel tanks in each hull, with a total capacity of 84 Gals. The fuel tanks are located under the cabin sole and are accessed through the lift out floor hatches in the galley on the starboard side and at the fwd end of the center bathroom on the port side. Each tank provides 180L/44G fuel capacity for each engine; there is no cross piping between them. The port engine runs the Webasto heater and will use a little more fuel than the starboard engine if you run the heater

To avoid the possibility of sucking air or sludge when the fuel level approaches 1/4 of a tank, refuel when the fuel drops below 1/2 full and before it reaches 1/4 full.

We also have a oil water separator on each engine with alarms (at the nav. station). If one goes off we have spare filters under the starboard saloon seat.

Instruments

Tuesday, April 26, 2016 10:13 AM

Raymarine Tridata 70 Depth - Speed - Auto Pilot

The Log/Speed instrument uses a mechanical impellor usually installed through the starboard forward hull. This transducer is prone to blockage with weed and barnacles in as short a time as one week. The Log/Speed transducer can be removed, cleaned and replaced with a dummy plug provided to reduce exposure when not in use. Sponging from this watertight compartment best removes the small amount of water that enters with this changeover procedure. Note: a GPS Plotter Display will provide absolute Speed Over Ground (SOG) and Log/Speed/Depth Indicator relative speed through the water. The difference is relative current speed if the Log/Speed indicator is calibrated correctly (See Manufacturers Handbook) and transducer is clear.

TIP: *If the digital knotmeter shows a reading of "0.00" while underway, the impeller is most likely clogged with a piece of eelgrass or it is beyond the depth it can read. Sometimes it will float off overnight. You can try removing it by traveling for a short distance in reverse. If the knotmeter is temporarily "out of service," the GPS input to the chart plotter provides an alternate speed indication called SOG (speed over ground).*

Depth Indicator

The Depth Indicator is calibrated to the water level and you need to account for the depth of the boat (3.5') , tides etc.

IMPORTANT: *The key to avoiding rocks is NOT the depth sounder – but knowing where you are at all times. Rocks are the greatest navigational and safety hazard in the islands – but they are all clearly marked on the charts.*

Chartplotter 2015 Raymarine e Series 125

MokiMak is outfitted with the latest Raymarine E Series HybridTouch display. This is easy to use and outfitted with the latest Navionics charts of the San Juans and Gulf islands. We love the display and can customize the screen to show multiple instruments, camera and chart while coming into port, etc. There is a 3 ring binder manual in the bookshelf.

Tip 1: *Substantially all of the information on the standard marine charts can be displayed on the chartplotter but all such information is not necessarily displayed in all views. In particular, rocks and other small, localized hazards will be displayed when the chart is zoomed in but may be lost if the chart is zoomed out. If you are using the chartplotter to identify and avoid these kinds of hazards, make sure that the view is zoomed in to close range. You can then zoom back out for navigational purposes but remember that the hazards are there, even if they are no longer displayed. More than one mariner in the cruising area has been surprised to get up close and personal with a hazard that was not on the display he was viewing at the time.*

Radar Raymarine 2015 Raydome 4kw

- Awesome color radar display

AIS Raymarine 650

MokiMak is equipped with an Automatic Identification System transceiver. This system will show all large (including all Washington State ferries) and many smaller commercial and recreational vessels on the chartplotter screen as triangles. The triangle points in the direction that vessel is moving or last moved and, if you move the cursor to the triangle and click, the system will give you additional information (such as name, size, speed, etc.) about the vessel. Unlike radar, AIS information is not limited to line of sight. It is therefore particularly useful if you are about to round a point and want to know what is on the other side. AIS only displays data from vessels that are AIS equipped. Large ships are required to carry AIS but smaller commercial and recreational vessels are not. Although AIS is increasing rapidly in popularity, most recreational and many commercial vessels are not AIS equipped and therefore will not register on an AIS display.

In addition to allowing you to see other AIS equipped boats, AIS will allow other AIS boats (and the Coast Guard) to see you and your related information. This is generally a good thing (we once received a radio call from a very large freighter that was quite close but hidden in a fog bank and who just wanted to make sure we were on the same page about the next five minutes) but, for whatever it is worth, it limits your privacy. This is particularly true because a number of internet sites track and display AIS equipped boats in coastal waters, including the San Juans, so anyone can track *MokiMak* whenever the instruments are turned on just by logging onto one of these sites. If you want, you can let your friends and relatives know and they can follow your journey in cyberspace.

Troubleshooting

VHF Radio.

When you turn on the vhf **hit the clear button** to be able to go to channels. To listen to the weather reports (should be done in the morning and evening and push and hold for a couple of seconds the “WX” button on the radio. Scan the weather channels for the one with the best reception before sailing in the morning and prior to anchoring for the evening. This is generally a light wind region but weather changes can be sudden. Listen for the “inland waters of western Washington” Both cover the San Juan Islands and the Canadian Gulf Islands. You will also hear “Strait of Juan de Fuca” (south of the San Juans), “Georgia Strait” (north), and “Rosario Strait” (runs through the eastern part of the San Juans).

TIP: *A current weather forecast should be obtained each morning and updated whenever weather appears to be a potential issue. These days, current, detailed weather information is available over the internet so, if you have a connection, it may be easiest to use that method to obtain current weather. An excellent source is*

www.atmos.washington.edu/data/marine_report.html. Listen for the report on “Inland waters of western Washington” which covers the San Juan Islands and the Canadian Gulf Islands. You will also hear “Strait of Juan de Fuca” (south of the San Juans), “Georgia Strait” (north), and “Rosario Strait” (runs through the eastern part of the San Juans). In Canadian waters, listen to the Canadian weather station which also transmits warnings of military area activity,

such as area Whiskey Golf (WG) outside of Nanaimo.

You should monitor channel 16 (the hailing and distress channel) during your cruise. You may save a vessel or a life. You may hail vessels on channel 16, but after establishing contact on channel 16, ask the skipper of the other boat to switch to working channels 78, 79 or 80. San Juan Sailing monitors channel 80 during office hours (closed Sundays). If you need a review of VHF radio protocol, you'll find information located in the onboard Charter Guest Reference Notebook. (By phone you can reach the San Juan Sailing office at -800-677-7245 or SJS's owner, Roger Van Dyken, at 360-224-4300 on cell or 360-354-5770 at home.)

In case of a distress where you can no longer stand by the radio to pass your mayday, use the red distress button on the radio. First flip up the cover, then press the button. GPS input is automatically coded into your signal.

Cellular Telephones.

Cellular coverage, including data, is generally good in the cruising area but there are areas (for example, most of Eastsound) in which it is spotty or nonexistent and specific coverage depends on the carrier.

If you are sailing north or west of the main island group, it is likely that default coverage will be from Rogers in Canada. As they will very likely tell you by text message if your phone is so equipped, your phone contract may not include foreign coverage and prices for the service may therefore be greater than you might otherwise expect. In these areas you may wish, at a minimum, to disable data to prevent unwanted downloads at high prices.

Cell phones and other 15vDC devices can be recharged using one of the 12v plugs (located in each cabin and nav. station) or any of the AC plugs.

WIRIE WiFi hot spot

MokiMak is equipped with a Wirie wifi system. This will amplify existing wifi signals, from the marina or coffee shop or other boats. The switch to turn the WIRIE on is located next to the Fusion stereo. To log on to MokiMak Guest WIFI - the password is Mokimaksailing. To locate a hotspot use your web browser go to 10.10.20.1 this will connect you to the router. From that page you will be able to 'click' (Scan Networks). This opens a page with a list of the available hot spots. Choose one and put in the password and you are ready to go. I've put the manual in the 3 ring notebook with the Chart Plotter info.

Plumbing

Saturday, April 16, 2016 3:40 PM

Galley Foot pump is sea water

Fresh Water System

There is one water tank with a total capacity of 170 US gallons under the saloon settee, you can monitor it by scrolling the BEP control panel or lift up the forward settee cushion to check the level. The switch for the fresh water pump is located at the Nav. station control panel, we just leave it on while cruising.

The tank is filled via the screw-on filler cap located on the forward deck in front of the mast. The tank is fitted with an overflow and air vent. When the tank is full, excess water will flow out of this vent.

The fresh water system supplies the galley sink, shower in heads, wash basins in heads, transom shower off the Targa (port side) and a bow deck wash.

The sink and wash basins drain directly overboard. There are no shut-off valves on these outlets because they are well above the waterline. The shower drains in each head are pumped out via a shower sump pump. There is a pull switch located at each shower. Regular checks should be carried out to ensure that there are no blockages from hair etc.

Hot water is provided to the galley, heads and transom shower from a 11 gallon tank heated by exchanger from the port engine, from shore power when connected or the Webasto heater.

Salt Water System

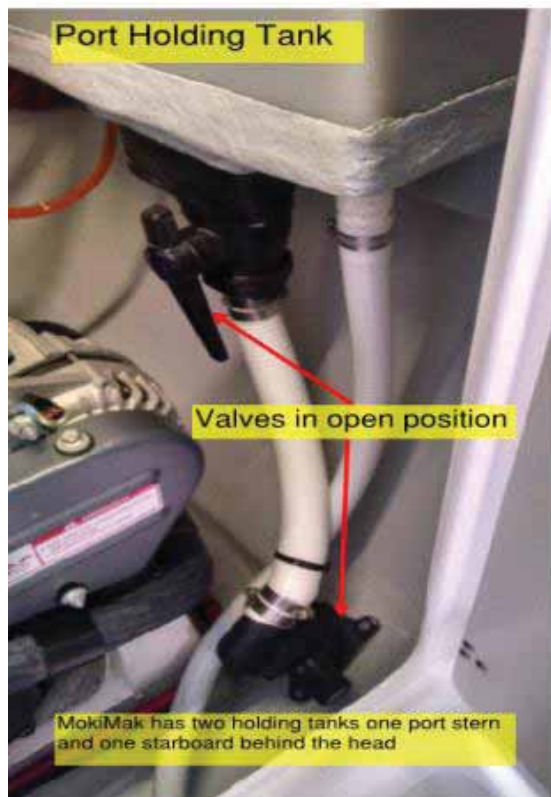
The salt water system supplies water to the galley sink, bow and stern deck washes and both heads. The salt water pump switch is by the Nav Station. There are three valves, two under the bilge hatch in the starboard cabin, one under the floor of the port head. Be sure the pump is off when connecting to the deck washes.

Electric Heads

MokiMak has push--button, electric flush, saltwater heads. Wet the bowl before use with the rocker switch pressed one way, then evacuate the bowl by pressing the rocker the other way. Travel with the bowls dry. There are two buttons. The rocker switch wets the bowl (left side) and evacuates the bowl (right side). The single switch does both, in sequence, but uses more water. Use either one.

- With electric toilets press the operate button for around 3-5 seconds to ensure all waste is flushed into the holding tank.

Offshore sailors have a rule: “Never put anything down a marine toilet that hasn’t been eaten first.” And that, of course, includes feminine items. In fact, offshore sailors do not even put soiled toilet tissue down a marine head. They simply deposit soiled toilet tissue (and feminine items) in a receptacle such as a waste basket with a liner bag or a Ziploc baggie, but not down the toilet. San Juan Sailing highly recommend you follow this rule. And since they’ve been recommending this, they’ve had almost no incidents of plugged heads!



We have just installed a holding tank monitor for both heads it displays at the Nav. Station. Press and hold the up or down arrows to display. The port tank is next to the port diesel (through the shower) the starboard head tank is behind the forward toilet. The valves to drain are below the tanks, open the seacock first, then the valve at the tank, close in reverse. The tanks can also be pumped out from the deck ports, each tank has its own pump out port.



Bilge Pumps

Electric Bilge Pumps are located centrally in the port and starboard keel sump area. For these Pumps to operate the Bilge Pump Circuit Breaker Switches by the Nav. Desk need to be out auto. These switches are directly connected to the House Battery and do not depend on the Main House Battery Switch.

In addition to Electric Bilge Pumps, Manual Bilge Pumps capable of removing 50L/Min are located in each hull. As well as manual bilge pumps in the bilge there are 2 manual bilge pumps located at the side of each helm these can be operated by the handles clipped next to them.

WARNING: Check the function of all bilge pumps at regular intervals. Clear pump inlets from debris. The electric bilge pumps are directly connected to the house batteries and may be disabled by circuit breaker panel under the saloon settee. A bilge pump running continuously without discharge may be caused by either lint blocking the inlet or debris blocking a non return valve.

Exterior Maintenance and Equip

Wednesday, April 27, 2016 9:54 AM

EXTERIOR MAINTENANCE

MokiMak has a full cockpit enclosure.

If the weather is cold, leaving the rear panels on significantly reduces wind chill without interfering with sailing requirements. We have sailed in 20 kt. winds with the side panels and the connector off but the rear panels in place and it works fine.

When docking or anchoring I usually unsnap the port panel and you can stand above the cockpit roof.

***TIP:** The bimini's plastic "glass" is vulnerable to scratching from dirt and salt crystals. When salt spray dries on the glass, tiny salt deposits are left behind and tend to obscure your vision.*

There is a salt water wash on the port side of the cockpit (flip off the salt water breaker at the nav. station to take the pressure off the line first) and a fresh water wand (hot and cold twist the end piece) at the back on the port side targa support.

There is a freshwater shower on the Targa, port side (hot and cold) for washing off

MokiMak has sun shades that snap on. The ones for the operable windows may take some patience to put on.

There are solar fans at the starboard and port hatches.



Cooking Appliances & BBQ

Wednesday, April 27, 2016 10:11 AM

Propane Systems Stove and BBQ

The propane stove has three burners and an oven with a broiler. For your safety, please follow these procedures:

- Open the valve at the propane tank all the way open. This is in the bow locker. There are two tanks
- Make sure all stove control knobs on the stove are in the “off” position.
- Turn the electric solenoid switch located **under** the cabinet next to the refrigerator. A green light will be off and a red light will indicate it is on.

- Push in the stove control knob for the burner you want to use and turn to the left to high, while also pressing the electric ignition button (you will hear it sparking). The burner should light immediately, unless the tank has just been renewed, in which case it may take some seconds to push air through the pipe. Hold the knob in for 2--3 seconds (warming a thermocouple) and release. You may then operate the knob like a normal stove.

- When finished shut off the burner(s), then shut off the solenoid switch. What little propane remains in the line from the tank to the galley is insignificant, and even if this tiny amount of propane were to leak into the cabin, it would not cause a problem. No need to shut off the propane tank during the day.

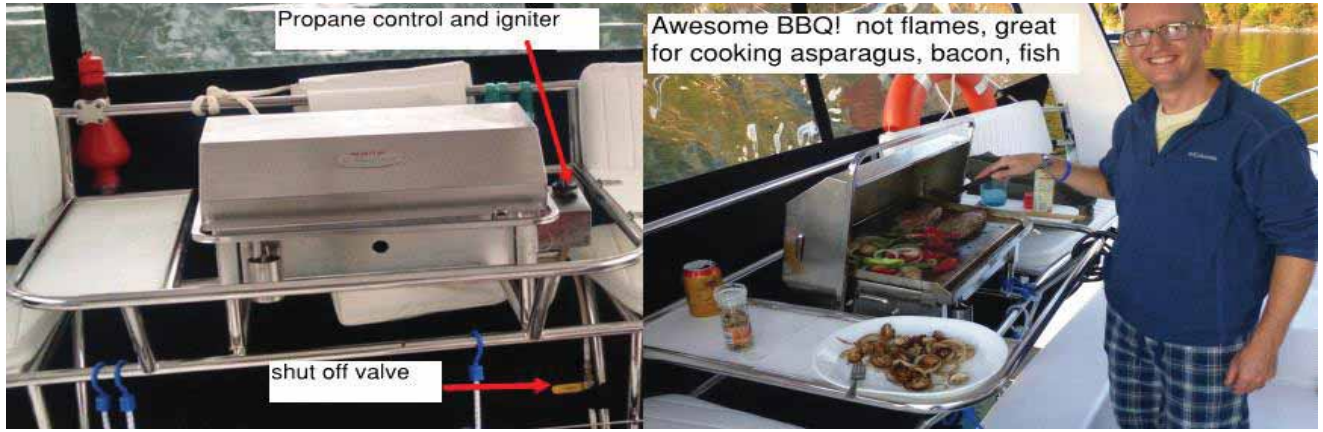
- Marine ovens are a little finicky, The oven has a latch to open the door on the upper right, if you pull without opening the latch you can break the handle. To light the oven push in the knob, turn it and hold for 30 seconds until it lights. If it fails to light try lighting the burners for a minute or two there may be an air bubble in the line.

- At night, it's recommended that you turn off the propane tank with its hand valve. That way, should the solenoid valve fail, there's no chance that propane will leak into the vessel.

The propane tanks are located in the propane locker in the forward locker in front of the mast. Any gas leaking there will move down, out, and away from the boat. For propane to actually flow to the stove or the barbecue, the tank valve must be opened at the tank and the solenoid switch for the system located under the cabinet next to the refrigerator must be pushed to on. There is a Propane alarm system on the boat if there is a leak.

Australian BBQ

I was a little surprised with the Australian grill. It is solid surface of stainless steel grill. After cooking on it for the past year I'm sold. Easy to clean, no grease fires (has a grease catchment system), cook vegetables and meat at the same time. Cook breakfast, pancakes and bacon all at once. If you want to add some smoke put the chips in an aluminum pouch with some holes in it. This thing rocks! (valve to turn on is under the unit)



Microwave

The microwave operates on AC power only so it requires either shore or inverter power. It consumes quite a bit of power so it is best used when on shore power or otherwise for short bursts. Except for the power issue, it operates like any other microwave.

Webasto Heating

Sunday, October 26, 2014 10:12 AM

WEBASTO HEATER

The diesel--fired Webasto cabin heater will make the interior “toasty” within 10--15 minutes. The heater control is located on the port wall by the stairs. Press the flame symbol “on” switch and it will start, it will automatically run for an hour. You can control the length of time it will run by pushing the button again to turn off. There are three fan heaters, main cabin, port and starboard berths. Each fan has two speeds, low is most efficient, and quieter. The heat is dry, comfortable, and on those rainy days or cool evenings, makes a huge difference in cruising comfort! The temperature is controlled by turning the heater and/or the fans off or on.

When it’s cool, we recommend warming the boat before turning in for the night, with the last person to go to bed instructed to turn the diesel heater off before retiring. Then, the first one up in the morning can simply turn the cabin heater back on.

(Otherwise, the boat will get too hot. The comforters will keep you warm in bed.) Then, the first one up in the morning can simply turn the cabin heater back on.

The Webasto also heats the hot water tank so there is no need to run the engine for hot water.



Electrical

Tuesday, April 26, 2016 10:12 AM

ELECTRICAL

MokiMak has both a 12V DC and a 110/240V AC electrical systems. The 12V DC system consists of 600A/hr House Battery Bank located under the saloon settee port side and 700 CCA Motor Starting Battery also located under the saloon settee.

MokiMak has almost 700 watts of photovoltaic panels on her. This provides enormous electric power even on cloudy days you will see the batteries being charged.

She has two Mastervolt systems. They are located in the port cabinet next to the nav. Station. The first one is for shore power and for stray current protection (isolation transformer) the other is the inverter/charger. Please leave both of them on all of the time

The battery banks are switched "on" by a Battery Switches located in the port Navigation area. The House Battery switch must be on for any 12VDC facility except automatic bilge pumps. The Start Battery Switch must be "on" to start and run either motor. The Emergency Parallel Battery Switch combines both House and Start battery banks for emergency starting only and should be normally "off".

TIP: *Running most 110v appliances (including the microwave and any hairdryer you may have brought along) consumes a relatively large amount of electricity. With shore power hooked up, you can run most installed or plug-in appliances without worrying about power consumption unless you are running more than one at a time. If you are away from the marina and using the inverter, be aware that sustained use of 110v appliances will draw down the house batteries quickly and will require you to recharge from engine power. You can run the small box heater on low when the engines are running but monitor the charging on the BEP panel.*

Battery Charging

Each Motor has an independently Regulated 80A Alternator directly connected to the 700 CCA Start Battery through the Start Battery Switch.

The 700 CCA Starting Battery bank is recharged whenever either motor is running or during the day with the PV panels. Only when the Cranking Battery is fully charged to approximately 13.2 volts a Voltage Sensitive Relay diverts the charging current to the House Battery Bank. This highly reliable redundant charging facility shares the load to provide whatever the Battery will absorb up to a maximum 160A. Note that high current usage devices such as Electric Anchor Winch are best operated with motor running to efficiently use the alternator capacity.

Four 180W Solar Panels are connected directly through their own circuit breaker to the House Battery Bank through an independent solar panel voltage regulator. The House Battery Switch does not need to be on for the Solar Panels to be recharging. We have found MokiMak to be pretty independent with the PV panels and have not needed to run the

engines. The BEP panel will show the battery charge and whether it is charging or drawing power.

Emergency Starting

Should the 700 CCA Start Battery not be able to start the motors an independent Emergency Parallel Battery Switch connects both House and Cranking Battery Banks. This Emergency Parallel Battery Switch should be “on” only for the duration of starting, it is normally “off”.

Shore Power

The Seawind 1160 is fitted with 110V 30A AC Shore Power with inlet located at the port helm position (cord is under port helm seat). General Purpose Outlets are located in the navigation, galley and in the port head. Turn off the shore breaker, connect the cord to the dock and boat, look for the blue led light at both plugs to be sure the power is connected.



Troubleshooting

The start battery switch operates a high current relay that connects the start battery to both engines. If the engines are receiving no power the remote operation of this relay may have failed. This start battery bank relay may be manually rest by turning off then on. This relay is located in the bottom level of the Electrical Circuit Breaker box in the Saloon port forward settee.

If an engine RPM indicator is at zero while the engine is running it is most likely the fan belt that operates both the alternator and water cooling has failed. Stop the engine immediately and check the fan belt and replace if broken. If not broken restart the engine and carefully watch that the engine is not overheating.

If the engine RPM indicator is slow to indicate a change in the engine speed the fan belt is most likely slipping causing reduced alternator charging and engine

cooling. Stop the engine and follow the engine manufacturers recommendation for checking the fan belt tension and reset or replace if necessary. Spare fan belts should be carried at all times.

Electrical Switch Panels. All switched circuit breakers required for normal operation such as lights and refrigeration are located on DC Switch Panel in the Navigation Area. The House Battery Bus Switch must be on for operation of these circuits.

Master and other circuit breakers in the Electrical Switch Box located below the Saloon port settee are normally left on. Stereo Memory, Port and Starboard Bilge Pump switch circuits are operated through the Un-switched Master Circuit Breaker. High power electric winches operate through a large circuit breaker on the aft side of the Electrical Switch Box accessible under the settee cushion beside the coffee table. All other circuit breakers operate through the Switched House Master Circuit Breakers.

Battery Charging. While multiple independent regulated battery charging sources are provided directly by the solar panels, each engine alternator when running, or optional shore power or generator chargers when connected, if the battery is very low then the only way to restore charge is charging for several hours. The best source for prolonged charging is shore power.

Emergency Starting. The emergency starting switch operates the same high current relay that the charging voltage sensitive relay uses to parallel the house and start battery banks. This relay is located in the bottom level of the Electrical Circuit Breaker Box in the Saloon port forward settee. If remote or auto operation of this relay fails it may be manually reset by turning off then on. To return to auto mode it needs to be turned off then on to auto.

Lighting

Sunday, April 24, 2016 4:16 PM

Lights:

Interior Lights: All interior lights are LED the switches are conveniently located by each stair.

The saloon lights have a dimming capability (click quickly) and can be a little finicky when turning on, especially if you dimmed them way down. You may have to turn them on once or twice to get them to work.



Running & 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 (like fog or on the rare days in the Pacific Northwest when there's heavy overcast).

Anchor Light

Should be on all night in an anchorage. (It won't deplete batteries.)

Misc Lights:

Galley			There is a LED light under the upper cabinet
Port Engine			LED light above the hatch into the compartment
Starboard Engine			LED light at the engine compartment
Nav. Station			LED under the upper cabinet

Refrigeration

Wednesday, April 27, 2016 10:12 AM

Refrigeration

MokiMak is fitted with a Super-efficient Vitrifrigo 130 litre front opening fridge and a two compartment ICEER 60L electric eutectic freezer

Fridge Operation

To turn the fridge on, use the circuit breaker located at the nav. station.

Freezer Operation

The freezer can be turned on using the circuit breaker at the nav. station. Temperature adjustment of the freezer is self-setting to approximately -12°C . After first switching on the freezer, it will take between 10-16 hours to pull down to normal operating temperature. When left on the freezer fan will run at varying speeds and will switch on and off.

Both units are super efficient

Troubleshooting

Refrigeration and Freezer circuit breaker switches at the Switch Panel in the Navigation Area and House Battery Master Switch need to be "on". The 2x120AH Solar Panels may keep either refrigerator or freezer on continually while unattended indefinitely.

Dinghy and Outboard

Sunday, October 26, 2014 10:13 AM

MokiMak has an Inflatable Inmar 11 ft aluminum bottom dinghy that will comfortably carry 5 people.

Please take special care when beaching the dinghy. Most of the beaches you will land at are strewn with barnacle-covered, bottom-slicing rocks. When approaching the shore, weight the dinghy aft by leaning or moving the crew toward the back of the dinghy. Then offload everyone over the bow. Lift the dinghy above barnacle height using the hand holds on either side, and set it down gently on the beach. Also remember to secure the painter or anchor under a rock or to a large driftwood log - we have very large tidal fluctuations (so your dinghy won't float away).

I generally approach MokiMak on the port side, there is a bow eye that will damage the gelcoat if you hit the transom. When lifting the dinghy be sure the block and tackle isn't twisted, it is much harder if it has twisted itself up. I will tie it off to the targa hand holds to secure it and keep her from moving back and forth while sailing.

Outboard

Mokimak is equipped with a 4--stroke Yamaha 6 horsepower outboard. The outboard operates like most small outboards. If you have experience with them, it should be fairly straightforward. If not, please ask a member of the San Juan Sailing staff to go over outboard operation with you. It does not take long to learn.

The engine has an internal gasoline tank and can also be fed from an external tank through a hose that clips on the engine intake. **DO NOT** add oil to the gasoline mixture - it uses straight gasoline.

To Start

- The outboard has an internal fuel tank and an auxiliary. I generally use the internal one unless going somewhere for an extended time
- Open the fuel tank vent (small screw in the center of the fuel cap.)
- Make sure gear lever is in neutral. (If you can't pull the start cord, it's not.)
- Push the red primer several time, (pull out the choke if starting a cold engine).
- Make sure the U--shaped kill clip (with the red lanyard) is clipped into the red shut--off knob (forward low on the outboard).
- Turn the throttle handle to "slow".
- Pull the cord until it starts. You shouldn't have to pull it more than 2--3 times.

Once the engine is running, if the choke is out, push it back in as necessary to keep the engine running smoothly. If it is really cold, you may need a half choke setting for a bit. Once the engine is warmed up you can shift into forward or reverse as necessary. The engine must be at idle during any shift changes.

Tip: *The kill clip and lanyard are designed to shut the engine down should you happen to go overboard so please clip it to yourself.*

To Shut Off

- Shut the outboard off by pushing in the red shut-off knob (where the kill clip is clipped in). Or just pull the red lanyard until the clip pops off.
- To avoid prop damage when approaching shore, shut the outboard off and then raise the shaft out of the water before you reach the shore.
- If the engine is not going to be used for some time, close the air vent on the fuel tank and disconnect the fuel hose from the engine.

Troubleshooting. If the engine won't start, review the steps above to make sure you've done all of them. 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. A new spark plug solves myriad outboard problems. If you use the spare spark plug, notify your check-in skipper upon your return so a new one can be placed aboard for future guests.

If the outboard is running and you're heading toward shore, and the engine suddenly quits, it's usually that someone has forgotten to open the vent on the fuel cap.

If the engine is running fine but the propeller isn't moving, the shear pin is probably broken - just take the cotter pin out to remove the propeller and replace the broken shear pin (a spare pin is located forward of the shaft under the handle grip) and put the propeller and new pin back into place.

Departure Checklist

Saturday, November 01, 2014 5:07 PM

Please avoid suitcases by packing your gear in a pliable bag. Suitcases will be difficult to store onboard and have a tendency to damage the wood surfaces on a boat.

Items to consider bringing for your charter:

- Wind-breaker
- Layered clothing (polypropylene or capilene long underwear)
- Fleece top and pants
- Warm cap or hat
- Sunglasses and if applicable reading glasses
- Bathing suit
- Sunscreen
- Rain gear (any PVC will do - - it need not be expensive)
- Soft-soled shoes with non-marking soles
- Camera
- Personal toiletries
- Food and drink for meals on board plus galley staples (eg. spices, plastic wrap, coffee/tea)

Suggestion: Sandwiches and snacks make for a great lunch.

- Cold cereals and fruit are easy for breakfast
- Steak, chicken or fish can be easily barbecued on board for dinner.

Sailing in the San Juan Islands

Sunday, October 26, 2014 10:14 AM

Here are some sites and comments about cruising, cruising trips and tips in the San Juans,

1. The Serious Charterer, <http://seriouscharterer.wordpress.com/home/> He has good descriptions of his trips and his fuel costs will make you appreciate sailing.
2. Blog about a Seawind 1160 <http://www.svstrikhedonia.com/search?updated-min=2014-01-01T00:00:00-08:00&updated-max=2015-01-01T00:00:00-08:00&max-results=5>
3. <http://www.friday-harbor.net/>
4. Find out what is going on in the islands <http://www.visitsanjuans.com/>
5. Great way to see the weather <http://www.islandcam.com/index.php/cams-2/>
6. Pender Harbor customs check in <http://www.penderharbour.org/>
7. Desolation Sound notes <http://www.desolationsoundyachtcharters.com/cruising-notes/desolation-sound/>
8. Cruising and Fishing guide books http://evergreen-pacific-publishing.com/index.php?main_page=product_info&cPath=8&products_id=16
9. The Gulf Islands good info site <http://gulflandstourism.com/>
10. Sample 7 day cruise: <http://nwcruising.com/northwest-cruising/itineraries/itineraries-san-juan-islands/>

Many Pacific NW cruisers will consider a week or two spent in the San Juan Islands to be the ultimate realization of boating dreams. Few places on Planet Earth rival the San Juan Islands. Waters within the "circle" formed by the major islands of Orcas, Blakely, Decatur, Lopez, and San Juan will often be comfortably navigated on days when conditions are far worse in the surrounding straits of Juan de Fuca, Haro, Georgia, and Rosario. Rugged, forested shorelines teem with wildlife. The scenery is so spectacular that a greater number of stunning photographs can be taken "by accident" in the San Juan Islands than by deliberate design almost anywhere else.

Over 20 state and county parks (as well as federal wildlife preserves) provide moorage or anchorage. There is just enough human settlement in this 25 x 30 mile boating paradise to provide infrastructure and convenience. The largest town is Friday Harbor, with a population just over 2,000. Resorts vary from casual and rustic to five-star operations routinely visited by megayachts during a round-the-world cruise.

Considerations in the straits: Everyone arriving by boat in the San Juan archipelago will cross one of four significant straits. Boaters originating in US waters will most often cross either the Strait of Juan de Fuca or Rosario Strait to reach the San Juans. Thousands of vessels cross Juan de Fuca and Rosario every year without difficulty. A few crossings prove to be dramatic than desired, but in the majority of cases an ear to [NOAA weather radio](#) and a basic understanding of regional winds and tides will help avert problems.

Our summer winds are often strongest in the late afternoon. Air warmed by the sun rises, and cooler air rushes in to replace it. Winds are often calmer during the early morning hours, so all else being equal an early AM crossing may be less troublesome than one in the mid to late afternoon. When currents and winds are opposed, (i.e. an ebb current in the Strait of Juan de Fuca against a westerly wind) waves will normally be steeper and conditions rougher than if currents and winds are more parallel.

The straits of Haro, Rosario, and Georgia enjoy some limited protection from turmoil blowing in off the Pacific. They are in the lee of Vancouver Island and (in Rosario's case) the San Juans proper. Juan de Fuca is by far the longest and most open option.

Even so, the right combination of wind and tide can whip up froth in the smaller straits. Approach these waters with respect, and be prepared to spend an extra day in port, sometimes, while awaiting weather that is more favorable.

Day 1: Olga and/or Rosario Resort, Olga near 48.37.07 N, 122.50.14 W and Rosario near 48.38.78 N, 122.52.22 W (coordinates not for use in navigation)

The village of Olga and Rosario Resort are both on the eastern shore of Orcas Island's East Sound. Olga is a snapshot in time where little has changed in the last 50 years or so. There is no power at the town dock and limited mooring available. Nearby mooring buoys are privately owned and anchorage here is very exposed to SW winds, but if a boater is lucky enough to find a spot at the dock this is a fabulous stop. There is a very good deli and convenience groceries available in the Olga Store at the head of the gangway. Cruisers visiting Olga will definitely want to walk to the artists' co-op, a block or two inland from [the store](#). A casual but full service café offers meals at the co-op. Consider stopping here for lunch, even if mooring overnight at nearby Rosario.

[Rosario Resort](#) was built as a private residence for a wealthy industrialist, Robert Moran. The century-old mansion has been converted into a hotel, with a good restaurant, swimming pools, and other resort amenities. The marina is better suited for boats under 40-feet, with a few much larger slips available and a field of mooring buoys for rent immediately outside the breakwater. Many visitors consider the pipe organ concert in the mansion library (most nights- in conjunction with a slide show depicting the history of the Moran family and the resort) a highlight of a stopover at Rosario.

Day 2: Jones Island Marine State Park, near 48.37.15 N, 123. 02.77 W (coordinates not for use in navigation)

The preferred moorage at [Jones Island Marine State Park](#) is in the bay on the north side of the island. The south side bay will accommodate a couple of boats, but there are some cruise-destroying rocks in the south. One of the rocks is quite near the center of the harbor. The rocks are well marked on charts, but will surprise a careless navigator.

Homesteaders once had a small farm on Jones, as the apple orchard between the north and south bays confirms. Deer and raccoons are abundant here; don't feed the deer, and protect any food brought ashore to prevent raccoons from feeding themselves. After a huge windstorm toppled much of the timber on Jones, State Parks decided not to clear the windfall but rather allow it to decompose in place. Twenty years have elapsed since the windstorm, and it has been fascinating to watch the slow but inexorable progress. A moderately challenging hike around the western half of the island is especially scenic. Watch for some regionally unusual patches of cactus along the trail.

Day 3: Sucia Island Marine State Park, Fossil Bay entrance near 48.44.83 N, 122.53.59 W (coordinates not for use in navigation)

Several islands comprise the Sucia Islands Group, and most of the land is in public ownership as the [Sucia Island Marine State Park](#). It is not unusual to find hundreds of boats moored or anchored here on a summer weekend, but there is usually room for more. Major anchorages include Echo and Fossil Bays approached from the east, with smaller harbors at Fox Cove and Shallow Bay approached from the west. A series of reefs and shoal on the N and SW sides of the Sucia Island Group should not prove troublesome to mariners consulting a properly scaled chart.

The Sucia Islands consist primarily of sandstone that was, millions of years ago, a sea floor. Fossils of prehistoric sea life are embedded in the rocks and easy to spot. Break out the walking shoes and explore some of the trails ashore. It's common to find relics remaining from the era when the islands were an active quarry site, and views in any direction are spectacular.

Day 4: Stuart Island Marine State Park entrance to Reid Harbor near 48.39.78 N, 123.10.60 W (coordinates not for use in navigation)

[Stuart Island Marine State Park offers](#) two options for anchorage. Prevost Harbor, on the north side of the island is separated from Reid Harbor (on the south side) by a narrow isthmus. Navigators consulting an official and appropriately scaled chart will have little difficulty entering either harbor- the rocks and shoals are clearly marked.

Sparsely populated Stuart Island is one of the larger landmasses in the San Juans without benefit of regular ferry service. Residents come and go by boat, or by private plane. A well-marked trail connects the state park to the county road, where a passing car will rarely interrupt a leisurely summer stroll. Most visitors hike to the Stuart Island schoolhouse to find a free museum and an honor-system kiosk selling Stuart Island tee shirts. Those ready for a longer walk continue on to the Turn Point lighthouse. Fabulous views, a lighthouse museum, and a chance to peer through the windows of the now abandoned light keepers' duplex make the extra steps worthwhile. Orcas

are often spotted near Turn Point.

Day 5: Roche Harbor Resort Marina near 48.36.63N, 123.09.30 W (coordinates not for use in navigation)

The prudent northern approach to [Roche Harbor Resort Marina](#), (800-586-3590) is via the channel west of Pearl Island. Anchorage is available throughout the harbor and the resort has mooring buoys for rent, but most visiting boaters will want to request a slip and enjoy, fully, the fabulous accommodation this 5-star resort marina. Uniformed dock attendants greet arriving vessels to help with landing. Service here is over-the-top, yet the staff is never underfoot. Considering the level of attention and amenities, moorage rates are surprisingly reasonable. Roche Harbor Resort was once an active limekiln, surrounded by a “company town” to house the workers. A day spent at Roche Harbor involves a contemporary resort experience tempered with historic discovery. A variety of restaurants and café’s will appeal to every taste and dining budget. The sculpture park immediately across the road from the resort is worthy of exploration. Many veteran Pacific NW cruisers would never miss the opportunity to hike out to the Mausoleum (directions available at the hotel reception desk) to contemplate a grand edifice of Masonic symbolism obscurely located in a quiet forest.

Day 6: Friday Harbor near 48.32.37 N, 123.00.83 W (coordinates not for use in navigation)

[Friday Harbor Marina](#) (360-378-2688) is a wonderful public facility. It affirms that this small town in the San Juans recognizes the commercial value of visiting boaters. The marina has been known to fill up, so reservations are recommended. Boaters preferring to anchor out will find space north of the marina entrance. Anchorage south of Brown Island will be better protected from summer northerlies. Few hazards will be encountered during an approach to Friday Harbor, but keep a sharp watch for Washington State Ferries.

One can spend a lazy afternoon browsing through a variety of shops and museums in Friday Harbor. An ice cream shop with perhaps a couple of hundred flavors is midway between the marina and the ferry dock. At least two firms in Friday Harbor rent bikes, mopeds, “Skootcars”, and other motorized vehicles suitable for exploring some of the inland areas of San Juan Island. A movie theater, perhaps a dozen bars and restaurants, a good sized grocery store and two marine supply stores provide opportunities for recreating, dining, and restocking the boat. The [San Juan County Fairgrounds](#) are within easy walking distance of the marina, providing an extra incentive to visit Friday Harbor during the latter part of August each year.

Day 7: Fisherman Bay entrance channel begins near 48.08.15 N, 122.45.59 W (coordinates not for use in navigation)

Fisherman Bay, on the west side of Lopez Island, requires a careful approach. There is 5-feet of water available at a “zero” tide in the deepest part of the entrance. Deep draft vessels will attempt the entrance channel at higher water. Boaters proceeding on a slow bell, (after careful chart work, and with an eye on the depth sounder) should not run aground. It’s critically important to take the last red buoy (#8) to starboard when entering Fisherman Bay-failure to do so may result in becoming intimately acquainted with a mud bank.

In exchange for the attentive navigation required to arrive in Fisherman Bay, two adjoining and hospitable marinas welcome NW cruisers. [Islands Marine Center](#), (360-468-3377) is the first marina encountered when entering the bay. IMC offers haulouts and marine repairs as well as a good selection of marine supplies. [Lopez Islander Resort](#) (800-736-3434)

has a bar and restaurant, swimming pool, and a fuel dock.

[Lopez Village](#) is a three-minute bike ride or ten-minute walk from either marina. Some craft shops, a bakery, a well-regarded restaurant, and a medium sized grocery store all available for shoppers or diners. The Lopez Historical Museum can be recommended. Every Saturday during the summer, a fabulous Farmer’s Markets converges in a grassy field at the northern edge of the business district. “Fisherman Bay on the final day” is a tradition among many Pacific NW boaters, especially if that final day is a Saturday.

Seawind Reviews

Monday, November 03, 2014 6:04 PM

Cruising World one of the top 40 Cats

Whenever the judges of CW's Boat of the Year competition last October turned to catamarans, the name Seawind was in the air. A long way from home, the Australian-built [Seawind 1160](#) sparked plenty of conversation and eventually sailed away with the awards for Best Multihull Cruiser and Most Innovative for 2007.

From the moment you step aboard, it's clear that the ergonomics of getting around the boat are a high priority, along with a strong emphasis on indoor/outdoor living facilitated by unhindered, single-level access between the roomy, airy saloon and the open cockpit. Also on the same level are the twin helm stations, opposite each other on the saloon bulkhead. The port station houses the engine controls, and the nav instruments, just inside the saloon, are within reach through the open window; they're readable when it's closed. The view forward, through the saloon, is excellent, and the helmsman can pop his head out from under the awning to see the sails. Other than a cushioned box seat at each wheel and a bench integrated into the safety railing spanning the aft deck, the cockpit has no fixed seating. In port, loose furniture (owner-supplied) comes out of a large dedicated locker and can be arranged to suit the moment.

The saloon can be opened completely to the cockpit across its aft side, courtesy of an ingenious three-part partition. It folds up to stow overhead in the rigid center section of the cockpit roof; it can be lowered and secured in place in heavy seas, when the night air gets chilly, or when you leave the boat. One panel is a regular door. Inside the saloon, the seating provides a panoramic view of the seascape through the windows in both the deckhouse and the hulls. The galley is "down" in the starboard hull, but it's open to the saloon and connected to the party there; the cook gets both light and a view through the hull window, relieving any sense of enclosure. Seawind offers the 1160 with three or four cabins. Beautifully fitted and warmly varnished joiner work provides a balanced counterpoint to the gelcoat surfaces of the fiberglass components that throughout the boat appear carefully made and finished.

Under way, the Seawind's performance reinforced its already-high approval rating. Under main and self-tacking jib, it made 3 knots in a 7-knot breeze. Replacing the jib with the reacher and heading to a beam reach brought boat speed up to wind speed. When the wind piped up to 12 knots, the Seawind, under jib again, pointed with and out-footed a 40-foot monohull racer/cruiser undergoing similar trials. Under power, it delivered the quiet ride we expect of cats with saildrives, cruising at 6.4 knots at 2,600 rpm and topping out at 7.7 knots at 3,400 rpm. From its performance under sail to its structural and mechanical details, the Seawind 1160 is the embodiment of a simple design brief executed with integrity by a builder with its eye on the long term.

Jeremy McGeary is a *Cruising World* contributing editor

Pasted from <<http://www.cruisingworld.com/sailboats/seawind-1160-award-winning-concept-and-execution>>

Misc Pics

Sunday, April 17, 2016 8:10 PM

