

# NOTES FROM THE OWNERS OF “SEA EAGLE”

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*Welcome aboard SEA EAGLE!*

*She's a 2001 Jeanneau Sun Odyssey 34.2 We are immensely pleased with this fine vessel and look forward to sharing her with you, our guests. We hope that you will appreciate our gear and equipment choices and that you will enjoy sailing her as much as we do. You will find SEA EAGLE is very well balanced and sails beautifully. She keeps her speed in light air and with in-mast furling main with infinite reef points, she can be made to be very stable and comfortable in heavy weather.*

*We've prepared these notes to bring you up to speed quickly and to make your vacation cruise as trouble-free and enjoyable as possible.*

*Happy Sailing!  
Rick & Susan, Owners*

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- 1. Anchors.** Our boat is equipped with two anchors, one forward and one in the starboard cockpit locker. The primary bow anchor is a 33 # Bruce (50% larger than the boat requires) with 120 feet of extra-heavy 3/8" chain. The chain is marked with one 10-foot section of links colored YELLOW at 100' which is the typical scope you'd use for 25-35 feet of depth (when the tide is all the way in creating the deepest water conditions while you're at anchor) so that you maintain a 4-to-1 scope (or at least a 3-to-1 scope). After that 100' mark, you have 20 more feet of chain which is tied off to the boat at the bitter end with heavy-duty line.

**Electric Anchor windlass** receives power from the engine start battery. Always operate the windless while the engine is running! Otherwise, the windlass will drain the start battery. The breaker (i.e., the "on" and "off" switch) for the windlass circuit is behind the electrical panel board - pull out on the top of the panel to gain access. The up-down controller for the windlass is secured inside the chain locker.

Deploying the Anchor:

With an electric windlass, its important to set the anchor into the water by hand. Pay out enough slack in the chain so that you can hand-set the anchor into the water about one foot below the water. (By having the anchor slightly in the water, the water will buffer that troublesome "pendulum" action that causes a partially deployed anchor to swing and ding the bow before you get it all the way into the water with a windlass controller that you're not familiar with.) Once the anchor is in the water, then use the electric windlass to lower the anchor to the bottom of the bay and deploy the desired amount of scope.

Also, when retrieving the anchor, only retrieve it up to where you can see the anchor about one foot below the water (again to buffer any possible "pendulum" action if the anchor were just out of the water). Then, by hand, retrieve the anchor from just below the water onto the bow roller. Besides preventing possible pendulum action, if the anchor gets hung up on the bow roller and you continued to press the "up" button on the electric windlass, you'd probably rip the windlass right out of its fiberglass attachment point! (*SEA EAGLE's* anchor windlass is VERY powerful and will want to rip itself from its attachment point if straining at a jammed anchor shaft.)

You'll find (possibly the hard way) that the chain tends to "jump off" the catwheel with a continuous pressing of the "down" button...but this can be prevented by "pulsing" the button in a one-second-on and one-second-off pattern. (Just take your time deploying the anchor and chain.)

## Retrieving the Anchor:

When retrieving the anchor, *never* use a windlass to pull the boat up to where the anchor is set. (The windlass is powerful enough to do that, but again it might rip itself from it's attachment point.) Instead, head the boat under power toward the anchor while using the windlass to take up the stack chain.

The chain does not tend to jump off the catwheel when retrieving the chain and anchor...so

no need to pulse on the up button. (But still please take your time, as the anchor chain sometimes bunches up under the windlass and you might need to push it down to the bottom of the chain locker with your foot.)

Importantly, please do not pull the anchor up onto the bow roller using the power of the windlass. Please retrieve it by hand, placing the anchor's shaft on the rollers, then lift and place the remaining slack chain over and onto the catwheel. (Avoid using the power of the windlass to take up those last few inches of slack...if you push the "up" button a half-second too long, the windlass might rip out of the fiberglass!)

Then, once the anchor is on the bow roller, be sure to secure the anchor with a "keeper" line. Run the line through a link in the chain nearest the anchor, then running each end of the line to a hole in the toe rail securing it through the whole with a knot...a double half-hitch works well. (The chain over the catwheel on the windlass should not be the only thing keeping the anchor from unexpectedly returning to the sea bottom!) After securing the anchor with a line, immediately switch the windlass breaker "off" to prevent draining the engine start battery should the windlass system decide to short.

The secondary stern anchor is a 12 # Danforth with 25 feet of chain and 200 feet of nylon line

The scope to use in the islands is 3 or 4-to-1. Most coves are 15' to 30' deep, so expect to pay out about 60' to 120' of rode. After you have paid out the suitable amount of rode, 2 minutes of reverse (idle speed) sets the anchor and tests its holding power. If you wish to sleep even better, put the throttle at half-speed in reverse to prove to yourself that the anchor is well set!

For storm conditions, there is 180' of 3/4" nylon road with a thimble and shackle which can be attached to the bitter end of the 120' of chain for a total of 300' (or 10-to-1 in 30' of water), 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.

**NOTE:** *SEA EAGLE* has a fin keel and draws 5'7" ...so figure on 6 feet to be on the safe side. We like to always see at least 10' on the depth sounder at all times (including the deepest water you will encounter in your anchorage considering tidal low water while in the anchorage). Both underway going in/out of a shallow bay and, importantly at low tide on anchor! (So be sure to consult your tidal information from San Juan Sailing to plan for the lowest tides you'll encounter while on anchor.)

2. **Barbecue.** The stainless steel propane BBQ is mounted portside on the stern rail. The T-fitting on the propane tank enables propane flow to the BBQ and stove simultaneously. Also, as a courtesy to the next guest, please use the wire brush attached to the BBQ to clean it after use.
  
3. **Batteries & Charging.** Leave all battery switches on all the time. No need to turn them on and off. An isolator assures all batteries are charged, while protecting the engine start battery from draw-down by house usage. The “Bord” (house in French) bank has four 70 amp-hour deep-cycle batteries for house services. These batteries are located in a compartment under the quarterberth. The “Moteur” (motor in French) is a single 1000-amp-output battery designed specifically for starting diesel engines. This battery is located over shaft aft of the transmission. Three battery switches are located at the foot of the companionway stairs. The outboard switches (House to starboard and Motor to port) connect the positive sides of the battery banks. The center switch is the common ground. The horizontal position is on, the vertical position is off. **CAUTION: Never turn a switch to “off” while the engine is running!** This will blow the diodes on the alternator. Your batteries will no longer charge. And this will negatively impact your vacation and cause permanent damage to an expensive alternator.

In 2004, two upgrades were made to the charging system. A Next-12 “smart” regulator on the alternator will now recharge drained house batteries in about an hour-and-a-half under power. (In fact, the new regulator puts enough load on the engine, that even idling at anchor or on a mooring buoy for 1-1/2 hours will fully charge up the house bank. An idling for just 1/2 hour will create enough hot water to take a shower!) A 40-amp Newmar “smart” charger has been installed so that the four deep-cell house batteries can be fully recharged on shore power overnight. Power for electronics, lights, TV, stereo is more than ample...so you may use all these liberally!

4. **Berths.** *SEA EAGLE* sleeps up to 6 people - two in the forward cabin, two in the aft cabin, and one adult or two children in the main salon on the convertible dinette table (requiring the insert cushion and breaking down the table). When you board, please tell your checkout skipper if you plan to use the dinette as a sleeping area during your cruise to be sure this insert is aboard and you receive instruction on breaking down the table.
  
5. **Bilge pumps.** Please check the bilge each day, morning and evening. There are three bilge pumps.

One electric bilge pump is controlled at the electrical panel. The second electric bilge pump has an automatic float switch wired directly to the house batteries. When there is enough bilge water to

“float” the switch, the pump engages and the water will be pumped out. Hopefully you will never hear the bilge pump start automatically. If you do, please investigate immediately. Check the thru-hulls to make sure none are leaking and take appropriate action (shutting off the seacock valve and, perhaps, tighten the hose clamps and reopen the seacock valve). Report it to San Juan Sailing either by phone or VHF if a significant problem, or upon your return if a minor problem.

The emergency bilge pump is located in the cockpit. Monitor bilge water daily and alternate your choice of pumps (lift the float switch with your finger) to ensure that all are functioning properly.

- 6. Dinghy.** *SEA EAGLE* has an inflatable “Sea Eagle” brand 10’6” dinghy. With its two 40” teak seats, there’s no more sitting on rubber gunwales, taking passing boat wakes in the seat of your pants. Accommodates even the largest crews in comfort. Towing works best when the dinghy is brought close to the boat— only have about 4 or 5 feet of painter line from the stern cleat to the bow of the dinghy. This lifts the bow, reduces drag, and lessens the chance of wrapping the painter around the propeller. Tie the painter off twice—once at a cleat then the bitter end to the stern rail. We’ve recovered dinghies “lost at sea” by others who relied on a single cleat hitch.

Please take special care when beaching the dinghy (refer to the dinghy beaching procedure in your charter guest book). 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 toward the back of the dinghy. Then offload everyone over the bow. Lift the dinghy above barnacle height using the grab lines on either side, and deposit it gently on the beach. Also remember to secure the painter under a rock or to a large piece of driftwood—especially in the case of a rising tide.

A guide to using the outboard is contained in your charter guest book.

- 7. Dodger.** The dodger’s plastic “glass” is vulnerable to scratching from salt crystals, especially after sailing into a challenging breeze. The salt spray on the glass dries in the wind, leaving behind tiny salt deposits that obscure your vision. Please avoid directly touching the glass with a rag or sponge. Salt *does* dissolve in water, but not as fast as you might think. The salt crystals remain undissolved for several seconds. It’s like rubbing the glass with sand paper! To clean, please use generous amounts of fresh water from a pan from the galley to “flood” the glass and dissolve the salt crystals away. (Better yet, wait until you’re at a dock where you can hose off the salt crystals.) If the dodger glass is really clear, you can thank previous guests for their diligence. And we thank you too! Caution: Spray sun screens have be found to react chemically with the dodger glass, ruining it. So to protect your wallet along with your skin, please apply spray sunscreen in the head before coming on deck, or downwind of the dodger glass.

**8. Electrical Panel.** Most switches at the panel board are self explanatory, but some circuits are unique.

**AC (120V) Power.** *SEA EAGLE* has no inverter activating the AC outlet. The two AC outlets will only function while connected to shore power. And, the AC Outlets breaker switch must be “on”. (However, there is a small inverter to operate the flat-screen TV. The TV plug can be unplugged and a low-draw AC appliance such as a cell phone charger or a camera charger can be plugged in. A toggle switch on the inverter turns it on. It’s located under then TV inside the large galley cupboard.)

**Anchor Windlass.** The breaker is located behind the electrical panel board. For access, pull out on the top of the electrical panel board.

**Auto Pilot.** The circuit breaker for “Instruments” is located on the electrical panel. It turns on the autopilot, as well as most of the other instruments...exception: the chart plotter and radar (which are activated by the “Radar” button). Both need to be “on” for all instruments to work properly.

**Cabin Lights.** Once you have turned on the circuit at the electrical panel labeled “cabin lights 1”, an on/off switch for all recessed salon/galley lighting is controlled by one rocker switch next to the binocular holder mounted by the navigation station (slightly hidden under the nav table). All other cabin, head, and navigation station and reading light locations have individual on/off switches (after turning on the breaker for “cabin lights 2”).

**Navigation & Engine (Steaming) Lights.** Red/green bow lights and white stern light are activated with one breaker. The “steaming light” is for when you’re underway with the engine running at night or in reduced visibility. (But please be advised that night passagemaking is not permitted under terms of your agreement with San Juan Sailing.)

**Tricolor Light.** At the top of the mast there is a red/green/white light for when you’re underway at night or in reduced visibility. This light is redundant to the Navigation lights, but located high up for better visibility over longer distances. (But, again, please be advised that night passagemaking is not permitted under terms of your agreement with San Juan Sailing.)

**Fresh Water Pump.** This pump pressurizes an accumulator located beneath the galley counter, and it shuts down when the tank is at “working pressure”. If you don’t hear the pump start up when you turn it on at the panel board, hopefully it means that the system is at working pressure – you should hear the pump start again after you use some fresh water. Best to turn off breaker when everyone is in the cockpit. (If the water tank your operating off of is low, the pump might run continuously trying in vain to accumulate pressure. You wouldn’t be able to hear it if the entire crew was on deck. The pump would likely burn out. And then, no more fresh water until a new pump is installed.)

**Indicator Lights for switches at lower right corner of panel.** These were added after delivery. They are dimmer than the other red lights on the panel. These switches may be on without you realizing it. So take care to know what is “on” and “off” before retiring each night. If in doubt, hit the “off” button.

**Shore Power Circuit Breaker.** While it rarely trips, it’s located in the starboard cockpit locker.

## 9. Electronics.

The radar/chart plotter/GPS, depth sounder, wind instrument, and autopilot are all Raytheon products. There are laminated Raytheon-prepared quick operating reference guides onboard. If you take them out during your charter, please return them to their pockets for the next charterer.

**Cellular Telephones.** Our boat is equipped with two 12-volt cigarette lighter type outlets that may be used for recharging your cellular telephone. One is located at the navigation station – the other above the galley counter. You may also use the small AC inverter used to power the TV.

**Depthsounder:** The digital depthsounder will not give accurate readings beyond 200'. It is designed for use in shallow waters. In deeper water, the sensitivity on the unit increases as the transducer tries to get some reading back. Consequently, you will receive many false readings caused by currents, changes in water temperature, fish, and seaweed. Use the depthsounder only as an aid to navigation in shallow water. The “key” to avoiding rocks is not the depthsounder—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. So know where you are on your charts, and use the chartplotter to double-check that you are right!) We do not recommend using the alarm. It is likely to sound at inappropriate times such as late at night while fish are passing beneath the transducer.

**Radar & Chart Plotter:** *SEA EAGLE* is equipped with a RayMarine Radar and two chart plotters – a black & white unit at the nav station and a color full-function display at the helm. First turn on the unit at the nav station and then turn on the unit at the helm (as the helm unit needs a “feed” from the unit mounted at the nav station containing the chart chip with detailed chart information).

The chart plotters may be used without the radar to minimize battery drain. GPS input to the Chart plotter comes from a Raystar 120 WAAS receiver mounted on the starboard stern rail. To start Radar/Chart plotter, turn on the electrical panel switch labeled “Radar”. Then, press and hold the power button at the lower left corner of the unit until it beeps and turns on the display.

For the radar function, press the “Display” button and use the arrow key to toggle until you have the red “box” around the radar icon on the screen, then press “Enter”. You then use the power switch to toggle between Standby and Transmit. Press “Trx” to activate the scanner.

If you plan to save electricity and use the chart-plotter only, toggle to Standby. Then press and hold the “Clear” key to stop the scanner from turning around and around, using power in the Standby mode. You’ll see a box on the screen that says “No Radar Data” when the scanner is inactive.

You should have little need of the radar except for the highly unlikely event that you are suddenly enveloped by fog, which is rare in this area. The fog that we’ve encountered usually burns off

between 11 am and 1pm at the latest. If it's still soupy after breakfast, we put on an extra pot of coffee until it lifts. (Never depart from a "safe" location into the fog!)

The lower unit will start up in chart mode. The upper unit starts up in radar mode. Use the display key located at the upper right corner of the unit to change modes, moving the red outline to the mode you wish to use, then press "enter". To shut down the unit, press and hold the "power" key for 3 seconds.

Head-Up versus North-Up chart orientation can be changed when in chart mode by pressing "Menu" then the soft key by "Chart Setup", then scrolling down to "Chart Orientation" and pressing the soft key to select which every you prefer. (Each time you shut down, the default when you restart is to a North-Up orientation. So if you prefer a Head-Up orientation, you'll have to do this procedure each morning when you power up. (Only takes about 30 seconds.)

We recommend that in addition to the Maptech waterproof chart book (with the most active "killer rocks" marked in red) in the cockpit, please utilize the chart plotter for added safety...to make sure you are where you think you are on the Maptech book or on the roll charts (also with rocks marked with red). Your Maptech book and roll charts are your PRIMARY navigation tool, with chart plotter as a secondary source of information. The one exception is when you're in a tight channel, narrow passage or small bay or cove. Then, simply range-in on the chartplotter to see an "exploded" view and detail you'll need to stay safe from rocks and reefs. In these tight places, your chartplotter becomes your PRIMARY navigation tool!

**Knotmeter:** If the digital knotmeter shows a reading of "0.00" while underway, the impeller is most likely clogged with a piece of eelgrass. Sometimes it will float off overnight. You can also try removing it by traveling in reverse. The impeller is located beneath the most forward salon seat cushion. (We don't recommend that you try to remove the impeller to clear it, unless you are VERY experienced in such things. An open hole in the hull is a scary situation, and if not plugged quickly, it can jeopardize the boat.) If the knotmeter is temporarily "out of service", the GPS input to the chart plotter provides an alternate SOG (speed over ground), a quite accurate speed indication.

**VHF radio:** The remote access microphone (RAM), when plugged into the port side of the pedestal, controls all radio functions of the unit mounted above the nav station from the steering station. We find this very convenient while entering and leaving moorings. You should monitor channel 16 (the hailing and distress channel) during your cruise. After establishing contact on channel 16, switch to working channels 68, 69, or 79. Scan the weather channels for the one with the best reception before sailing in the morning and ½ hour prior to anchoring for the evening. This is generally a light wind region but weather changes can be sudden. Listen for the "Northern Inland Waters" report. Both cover the San Juan 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). San Juan Sailing monitors channel 80A during office hours (closed

Saturday afternoons and Sundays). 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 (cell) or (360) 354-5770 (home).

## 10. Engine. Starting—

1. Check the oil level. The dipstick is easily accessed on the starboard side of the engine. Access to the starboard side of the engine is in the aft cabin. Unlatch and raise the forward end of the cover. There is a wide gap on the dipstick between the full line and the fill line. **Do not overfill.** If below the low line, insert dipstick again and check a second time. If still low, use the onboard spare oil to add no more than a cup at a time. Then 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. 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. While the cover is removed, check the coolant level in the reservoir.
1. After securing the engine cover in the aft cabin, lift the companionway stairs for access to the front of the engine. Check for belt tightness, leaking fluids, and a clear raw water strainer.
2. Look over the stern for things that could foul the propeller.
3. Make sure the gearshift (black handle at the pedestal) is in neutral (straight up). Then push in the red clutch pin, and advance the throttle about 1/3 forward. This advances the throttle, in neutral.
4. Insert the key and turn it clockwise. The warning buzzer will sound because there is no oil pressure.
5. Press and hold the starter button. Expect the engine to start in 10 seconds or less. If the engine doesn't start after 10 seconds of cranking, turn key to the left (so the buzzer stops). Wait 15 seconds and try again.
6. After the engine starts, check for water gurgling out the exhaust, then gradually ease the throttle back to idle. (The red button will click out again.)
7. While the engine warms, check your fuel level. To activate the gauge, push down on the toggle switch that is probably obscured by the float dangling from the ignition key.

Please allow 5-10 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.

Now you may engage forward gear by pushing ahead on the gear shift handle, or reverse gear by pulling back on the handle. Please remember to pause in the straight up (neutral) position when changing shifting from forward to reverse and visa versa. (Count "one and two and" twice.)

Operation. The 27 HP Yanmar 3 GM series engines are very reliable. Our cruising speed is 6 knots at 2500 RPM, 6.5 knots at 2750 RPM. Please do not exceed 2750 RPM because it's hard on the diesel to push past cruising hull speed (at very little increase in speed). We find the engine will have least vibration at 2200 - 2750 RPM...so experiment to find the "sweet spot" for the most relaxing motor cruising.

To avoid the possibility of sucking air or sludge when the fuel level falls below a quarter of a tank, refuel before the fuel drops below ¼ full. Using 75% of our 28-gallon fuel capacity yields a 225 NM range, or about 40 hours of cruising.

**Engine Overheat.** If the buzzer sounds while the engine is running, immediately check the oil pressure and temperature gauges. If you lost oil pressure, shut down the engine, check the oil level, and contact San Juan Sailing. The alarm buzzer is more likely to indicate engine overheating (and a different light will light up – the one with the thermometer symbol). Check for water gurgling out the exhaust before you shut down the engine. If you have the normal amount of water exiting through the exhaust, check the coolant reservoir. (If empty, add coolant to the top of the reservoir, not directly into the engine. A running engine should draw it into the block.) If there is no water gurgling out of the exhaust or you see steam instead of water, the seawater strainer is likely plugged with eelgrass. The best solution to this problem is prevention—keep an eye peeled for eelgrass masses, especially along those “soapy” tide and eddy lines in the water. Also avoid the green eelgrass mats floating on the surface here and there. When eelgrass gets sucked into the engine cooling water intake, it jams at the raw water strainer. To clear the strainer, raise the companionway stairs for access. The raw water strainer is above the waterline, so there is no need to shut the seacock valve on the raw water intake. Remove the top of the strainer by turning it counter-clockwise. (It will be tight, so a little elbow grease will be required.) Use your fingers to remove the eelgrass (and throw it in the galley garbage). Replace the lid and tighten by turning it clockwise until the lid is seated on the rubber gasket. (Be careful not to mis-thread the plastic top. Hint: Turn counter-clockwise first until you feel the top threads drop down into place in the bottom threads...then tighten clockwise.) If upon restarting the engine overheats again, check the seal between the strainer and its lid. If the strainer is drawing air, it won’t draw water. (If still overheating, contact San Juan Sailing.)

**Engine Shutdown.** **Do not turn the ignition key off while the engine is running!** First bring the engine to idle and the gearshift to neutral. Allow the engine 5 minutes to cool down. Then pull the black fuel cutoff handle. After the engine stops, turn off the ignition and remove the key.

**“Freewheeling.”** Sometimes, when the wind is stiff and you sailing 4-7 knots, you’ll hear a hum coming from the engine area. It’s probably that the prop and shaft are turning as the water rushes by, while the gearshift is in neutral. To avoid this, we recommend that you shift into reverse and leave the gearshift in that position. That stops the turning shaft. When you’re ready to start your engine again, if there’s water pressure against the prop (i.e. you’re still sailing along), the gearshift sometime does not want to easily shift back into neutral. **DON’T FORCE IT INTO NEUTRAL.** Instead, start the engine with the gearshift handle in reverse. It does NOT hurt the transmission to start while in reverse. (It *will* hurt the transmission to start the engine in forward gear.) Then, once the engine is running, the gearshift will easily shift back into neutral.

**11. Fuel Tank.** The 28-gallon tank is located under the quarter berth. The engine consumes half a gallon of fuel per hour. 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 vents onto the side and onto the deck. 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. When the pipe begins to gurgle like it’s full, you *are* probably full. Turn the key on, and push the toggle to activate the fuel gauge. Is it on “4/4”? If yes, you’re definitely full. Check the side vent and, with soap, wipe up any excess fuel to avoid yellowing the 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.

Note: Unlike automobile fuel gauges, fuel gauges on boats are notoriously inaccurate. Therefore, whenever the fuel level drops below ½ full, you should refuel at your next opportunity. NEVER let the fuel level fall below ¼ full or you're in danger of running out of fuel. (Towing and the cost of a mechanic to bleed the air from the fuel lines is an expensive proposition for a charter guest.)

**12. Head and Holding Tank.** *SEA EAGLE* has a 15-gallon holding tank mounted high in the port cockpit locker. (San Juan Sailing staff will discuss holding tanks and “pumpouts” on your arrival.)

Please do not put anything in the toilet that hasn't been eat first. Deposit toilet paper and feminine items (as well as the non-flushable so-called “moist flushable wipes” if anyone in your crew has brought them onboard) in the receptacle next to the toilet, not down the toilet.

A “Y” valve is located under the sink in the head. In one position, the toilet will discharge overboard. In the other, it will discharge into the holding tank. If you use the holding tank, please monitor it carefully! **If the toilet pump starts to resist your flushing effort, don't force it!** Exploding or leaking sewage is most unpleasant! Search out the problem and correct it. To empty the holding tank overboard (where appropriate to do so), simply open the big yellow-handled seacock under the sink in the head. The holding tank has a gravity discharge system. If you pump out the holding tank at a shore facility, please “rinse” by filling the holding tank again with fresh water through the deck fitting, then pump it out again. Thank you!

**13. Heater .** The diesel fired Webasto cabin heater is located in the outboard portion of the starboard cockpit locker. The heater control is located at the Navigation Station, to the right of the stereo. Simply turn the controller to the “on” position, and set the temperature to what you desire. NOTE: The heater takes about 5 minutes to cycle up, and 5 minutes to cycle off, so be patient. There are outlets at floor level in each cabin and in the main salon. Check and make certain that vents to the part(s) of the boat that you are trying to heat are open. The heat is dry, comfortable, and on those rainy days or cool evenings, makes a huge difference in cruising comfort!

**IMPORTANT:** Please note that the air intake is located in the cockpit, near the floor (starboard side). The intake pickup (chrome) is like a vacuum cleaner and will suck up any debris (hair, tissue paper, candy wrappers, rubber bands, etc.) that is underneath it. If that material gets into the burner, either the unit will not fire off OR it may burn and become a small bonfire inside the unit. So please check for debris in the cockpit before turning on the Webasto cabin heater/ventilator.

**14. Refrigerator.** The well-insulated refrigerator must be turned on at the electrical panel. The thermostat is at the galley counter level, to the right of the refrigerator. We recommend running the refrigerator during the day only on a setting of “5” or “6”. (A setting of “7” will freeze your lettuce.) We recommend turning the refrigerator breaker off at night. This will help conserve house battery power, and you won’t hear a noisy compressor coming on and off all night.

**15. Sails / Rigging.**

In-mast rigging should be deployed in this order: head sail first, main second. Furling should be done in the opposite order: mainsail first, head sail last. You should be on about a 60-degree course to the wind (either a port or a starboard tack), when either deploying or furling sails.

Headsail – The genoa/jib also has roller furling, with good sail shape from full out through three standard reef points marked by blue disks along the foot of the sail. Slight tension on opposing lines – jib sheet and furling line – prevents problems such as a rat’s nest on the drum (should the wind catch the sail and unwrap it violently) or a baggy furled sail. (There are “thumb locks” for the jib sheets (under the dodger) to free up the winches for other lines. If there’s a lot of wind, the lock will be so tight that you won’t be able to release them by hand. You’ll need to put the sheet around the winch, and winch it in about an inch or so, and that will release the thumb lock.)

Mainsail – The mainsail has an in-mast furling system. Before deploying the main, loosen the boom vang line and the main sheet by opening the two rope clutches and pulling out about a foot or two of line on each, then closing the rope clutches again. (The sail does not like to come out when the boom is pulled down tight, so give it a little “play”.) When setting or shortening sail, keep a tension on the opposing line – that is, slight tension on the furling line while pulling on the outhaul and a fair amount of tension on the outhaul while pulling on the furling line. With an in-mast furling main, you have “infinite” reef points. Typically, if you need to reef because the boat is trying to “weather helm” on you (i.e. trying to turn into the wind) or you or your crew is uncomfortable with the degree of “heel”, reef the main first, and (if further sail reduction is needed) next reef the genoa head sail. When you’re ready to furl the main, steer to a “close reach” course (about 60 degrees off the apparent wind) and winch in the main sheet to close to the centerline of the boat. Also, pull in any slack (usually by hand) in the boom vang line. This pulls the boom down to reduce wrinkles in the sail as it’s being furled in. Then furl the main while there’s some tension on the sail (from the wind) for a nice, tight wrap. (Then you’re ready to turn on your engine (move throttle forward to “idle speed”), and you’re ready to furl in your “genoa” head sail. And proceed under power to your anchorage, mooring ball or slip in a marina.)

**16. Sailing & Handling Characteristics.** *SEA EAGLE* is a delight to sail. Her sail plan (small roller-furling genoa, in-mast furling main, and no spinnaker) was selected with consideration for single or short-handed sailing. Under power, she backs to port. However, once she has sternway, *SEA EAGLE* is easily steered with small rudder changes. Her perfect breeze is 15-20 knots with heel at 15-20 degrees. Full sail can be carried in winds up to 17 knots. If you reach the edge of your comfort envelope sooner, it’s easy to use the roller furling to incrementally shorten your sails.

- 17. Shower.** Hot water is stored in the insulated tank located under the most aft salon seat cushion. It takes about 30 minutes of running the engine under load to get hot water. When on shore power, you can heat your water electrically. Experienced cruisers know the sailor's shower: get wet, turn it off, soap up, rinse off. If the shower basin overflows, you're using too much water. After turning the sump pump on at the panel board, it is controlled by a toggle switch located above the washbasin. **CAUTION:** The engine can heat the water to scalding temperatures!
- 18. Stove.** The gimbaled propane stove has two burners and an oven. Propane is heavier than air and requires caution. For your safety, please follow these procedures:

1. Open the hand valve at the propane tank all the way open and very slightly snug.
2. **Make sure all stove control knobs are in the "off" position!**
3. Turn the electric solenoid switch located just below the electrical panel to "on". A green light will appear, and you'll hear a click in the propane locker as the solenoid valve opens.
4. Light a match, push in the stove control knob and turn to the left to high. The burner should light immediately.
5. When finished with the stove, 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.)

When you are done cooking and making coffee each night, it is a good idea to shut off the hand valve at the tank. Then you'll have both the solenoid valve and the hand valve protecting against a potential propane leak into the main cabin. (You'll sleep much better!) Please note that both propane valves – the hand valve and the solenoid valve – are located in the propane locker in the aft of the cockpit, which is vented and isolated from the rest of the boat. Any leaks there will move down, out, and away from the boat.

While the propane tank normally lasts for six weeks or more, San Juan Sailing's staff tops off the propane tank every 2 weeks.

**19. TV –DVD player (with remote control).**

Please enjoy a DVD movie (a dozen or so are aboard, and bring your favorites) on *SEA EAGLE's* 15" Widescreen LCD with built-in DVD player. The DVD slot is located on the right side of the TV. Control buttons are also found on the right side of the TV. Plus there is a remote control unit.

When on DC power (on anchor or a mooring buoy), the TV/DVD can be used with the 110 volt power cord plugged into a small inverter located in the cupboard under the unit. The breaker labeled "Cabin Lights 2" must be on. Then the red toggle switch on the inverter must be in the "on" position.

When on shorepower, you may disconnect the power cord from the inverter and (after running it through the hole in the cabinet on the forward bulkhead below the silver cover that is located to the left of the refrigerator lid) plug it into the 110 volt AC outlet above the galley counter. That

allows you to play the unit on 110 volt AC while the battery charger is charging the batteries at full capacity. (At the electrical panel, turn “on” both the charger switch and the AC Outlets switch.)

Some DVD movies (Captain Ron included) want to give you captions whether you want them or not. If you put in a DVD that automatically defaults to on-screen captions, then take the remote control unit, press the top right button twice, then scroll over with the right “arrow” toggle to the far right box that will have appeared on the screen. Once there (the caption control), press the up “arrow” toggle which will turn it off. Then, hit the upper right button again and the boxes on the screen will disappear and so will the on-screen captions. Then enjoy your DVD movie!

## **20. Water – Hot & Cold Pressure.**

Water pressure: The fresh water pump switch is located on the electrical panel. Please switch this off when motoring or sailing. You could burn out the water pump should one of the tanks run dry (and you would not hear the pump running over the sound of motoring or sailing).

Water tanks: We have two water tanks, a 37 gallon tank (#1) located in the lazarette and a 34 gallon tank (#2) located under the forward V-berth. Selection valves are under the galley counter. Use only one tank at a time, starting with the “Avant” (forward in French) tank – because with full water and lots of heavy chain, *SEA EAGLE* is slightly bow heavy. Then switch to the rear tank. (Do not leave both valves open.) The tank tender gauges above the galley counter will only give an indication when the water pressure pump is turned on at the panel board. State parks have no pressurized water to refill tanks, but all points of civilization do. If your crew does not let the water run continuously while they brush their teeth, shower or shave, you shouldn't have a problem.

\* \* \*

*We equipped SEA EAGLE for both our own enjoyment and yours. We love her sailing ability, both in light air and in a blow, her very comfortable cockpit, her ample storage, roominess below, and just the overall good feelings we have while aboard. We hope you'll love her too!*

*Thank you in advance for taking special care of her! We earnestly solicit any suggestions for further improvements.*

*We're delighted to have you as our guests aboard SEA EAGLE!*

Last Revised May 16, 2014