



Welcome aboard *Sea's the Dream!*

Dear Guests:

Sea's the Dream is a wonderfully comfortable and spacious boat, she sails fast, and is very maneuverable with a light helm. We're excited for the years of fun and adventure ahead in Sea's the Dream, and hope you will be too!

Sea's the Dream is a 2013 model Jeanneau Sun Odyssey 44 DS and she's perfect for cruising the Pacific Northwest. Her features include:

- Sleeps up to nine in three 2-berth cabins and the 3-berth salon.
- Luxuriously appointed aft cabin with king-sized bed on the centerline, with en-suite spacious head and shower.
- Comfortable forward cabins include centerline queen-sized v-berth in the bow, and offset bunk beds on the port quarter, sharing a head/shower to starboard.
- Huge space, head-room, visibility and light below in the raised deck salon.
- Handles easily with in-mast main furling, roller furling genoa, and all lines lead aft to within easy reach of winches located beside the dual helms.
- Bow-thruster to make docking easy, and an electric windlass to haul the anchor chain.
- Helm-side chart plotter integrated with all navigation electronics including AIS.
- Spacious cockpit with comfortable seating for everyone aboard.
- Outfitted with everything the charter guest needs for a relaxing, fun-filled vacation with family and friends:
 - Galley equipped with everything needed from quick snacks (microwave) to gourmet cooking, with an extra refrigerator for cool drinks under the Nav. table.
 - Cockpit can be fully enclosed to stay warm and dry on wet days. Wet weather sailing can be fun!
 - Bose sound system with Sonic-hub (multi iPod, USB) docking station, AM/FM radio, cockpit speakers, and audio controls displayed on charter plotter.

We have two rules....relax and have fun! Oh, and please, no pets, and no smoking below deck.

As a new boat, there are sure to be lots of little tips we could use to help make her more convenient to charter. If you think of anything during your charter, please be sure to let us know. We look forward to hearing all about your adventures aboard Sea's the Dream!

Questions or feedback? Call: 208-362-6047 (home), 208-867-8953 (cell), or send us an email: rickwatson.sywc@gmail.com Please "Like" and "Follow" Sea's the Dream on facebook and share your photos and fun with other fans, at: <http://www.facebook.com/SeastheDream>

Happy sailing!

Rick and Chris Watson

Owners' Notes for *Sea's the Dream*

Boat Specifications

Make	Jeanneau
Model	Sun Odyssey 44DS
Year	2013
LOA	43' 9"
LWL	39' 4"
Beam	13' 10"
Draft	7' 2"
Displacement	21,495 lbs
Mast height above WL	64' 4"
Fuel	53 gal
Water	87 gal Fwd (Tank 1) and 53 gal Aft (Tank 2) for 140 gal total
Holding	20 gal each Fwd and Aft heads
House battery capacity	660 Ah
Berth length and width	Aft berth: King 6'6" long, 6'3" wide at the head, and 3'11" wide at the foot. Forward V-berth: 6'6" long, 6'10" wide at the head, and 2'4" wide at the foot. Port cabin bunk beds are each 6'7" long, 2'2" wide. Converted dinette is 6'6" long and 4' wide with side cushions removed. Port settee is 6'4" long and 2'4" wide with side cushions removed, and the stool placed under the Nav table. 6' 6" at centerline in the main salon.
Main stateroom headroom	
Refrigerator dimensions	
Freezer dimensions	
Hull number	IRISA014G213
MMSI No. (AIS identification)	367542970
Coast Guard Number	1242278 (located under salon sole)
WA State Registration Number	_____
WA State Parks Pass Number	_____
Customs Decal Number	_____

Nuances

This section was requested by San Juan Sailing to describe quirky little issues, tips or tricks to help you enjoy your charter on *Sea's the Dream*.

Thrumming sound...how to stop it!

The solution: Loosen tension on the topping lift.

This one drove us crazy for weeks until I figured out the problem...and now it's easy! The problem was that we could hear a low thrumming sound whenever we were at anchor or in a slip when the wind blew, even gently. It sounded like I imagine a large ship's propeller would sound when transmitted through water, but was loudest against the mast. We searched high-and-low for the source of this noise. Weeks went by to no avail, until one day I laid my ear against the boom to listen to the noise, and looking aft I could see the topping lift was vibrating under tension like a violin string. I loosened the tension on the topping lift and... the noise stopped!

AC plugs quit working

The AC outlet below the Nav table is a GFCI plug with a breaker switch. It is easy to trip this switch accidentally when inserting some kinds of plugs, and doing so turns off the entire AC power circuit. If you are using AC while connected to shore-power and the power goes off, first see if pressing "Reset" on the GFCI breaker restores power. It may have been accidentally tripped.

Low battery tone from engine panel beside starboard helm

For 2017 we installed a high-output Balmar alternator (150 Amp) to boost power available for charter guests. It has a 45 second start-up process to save the drive belt from wear. A side-effect is that the low battery tone on the engine panel continues for 45 seconds after start-up. This is normal and can be ignored.

On occasion, the low battery tone will start when the engine is in idle, even after running the engine, because the alternator output stops when RPM drops below about 900. You can either ignore this tone until you stop the engine or engage gear and go, or stop it by revving the engine ever-so-slightly in neutral (push in the red button and shift the throttle forward until RPM rises by about 100 RPM).

Engine tachometer reads higher than it used to

If you have sailed *Sea's the Dream* before, you will notice that the engine RPM (tachometer) reads higher than it used to. This is due to the new high-output alternator, which sends pulses to the tachometer at a faster rate than the original alternator. The tachometer has been adjusted as far as possible to reduce this over-reading, but there is still some error, which ranges from about 120 RPM higher than before at idle to 900 RPM higher at full throttle. We have adjusted RPM to reflect the new rates wherever referred to in these Owner's Notes.

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Emergency/Safety Equipment

Life-jackets

10 adult-sized, vest-type life jackets are aboard.

Each cabin should have two lifejackets in the hanging locker, and the remaining four should be located in the aft seat locker, port side of the salon. Previous guests may move them, so we recommend you find them prior to leaving the dock.

First Aid Kit

Located in the aft cupboard above the port settee in the salon.

Flares

Visual day/night distress signals are located in the orange water-proof box in the starboard cockpit locker.

Fire Extinguishers

Located in:

1. aft cabin starboard bulkhead above the hanging locker,
2. v-berth cabin starboard bulkhead above the hanging locker,
3. bunk cabin above the hanging locker.

Emergency Tiller

Looks like a metal pipe with a T-end and is located in the port cockpit locker. The rudder post attachment point is under a silver plate in the deck between the two helms. Unscrew the cover, insert the pipe vertically and feel it engage with the steering post below. Travel at reduced speed when in use.

Fenders and Docklines: Five of each are provided. Store fenders in the bow anchor chain locker, and docklines in the starboard cockpit locker.

How to use these Owner's Notes

Essential information is provided on the boat's systems in alphabetical order of subjects. Read the entire Owner's Notes before arriving to start your charter. Use the Table of Contents to find particular subjects later on.

Pay attention to the "TIPS" where provided, as these are intended to be helpful for safe and easy operation of the boat.

The Quick Check List section on pages 7-10 provides a brief, easy-to-find, summary of some of the main points. It is not a substitute for reading the entire Owner's Notes starting at pages 11. Use it when "...you know you read the information somewhere in the Owner's Notes, but you just need a quick reminder!"

Quick Check List

Battery Breakers: Located in main cabin, bulkhead under berth, starboard side.

Ground (black) – always on

House batteries (red) – always on

Engine battery (red) – off while in dock (prevents theft, since start is keyless)

Windlass (yellow) – always on

Chart Plotter

Turn on sequence:

Turn on Navigation Instruments switch on electrical panel.

Activate chart plotter with red power button. Use touch screen and Pages button to navigate.

Turn off sequence:

First: de-power chart plotter by pressing the red power button and then select “Standby” on the touch screen.

Second: turn off the Navigation Instruments switch on the electrical panel.

The turn-off sequence is important. The chart plotter is a computer and, like any other computer, must close programs before losing power; this is accomplished by selecting standby mode before turning off the power at the electrical panel.

Cockpit Cushions

Store flat, not folded or with objects that could dent the foam. Avoid contact with solvents.

Cockpit Enclosure Panels

Store rolled or flat, never folded or with weight on them that could cause a crease in the plastic “glass.”

Cushions Inside

Always separate Velcro tabs with fingers before pulling cushions out of place.

Electrical Panel Switches

Anchor Light

On at night when at anchor.

Auxillary Switch

On while second refrigerator (under Nav Table) is needed.

Bilge Switch (three position switch, left is Auto, center is off, right is on and running)

Always on Auto

Inverter Switch

Always off except when in use (use on demand only)

Navigation Instruments Switch

On while underway. *Never* turn off without first de-powering the Chart Plotter.

Refrigerator Switch

Always on.

Shore Power

On while connected to shore power.

Water Pressure Pump Switch

Off while underway except when in use (use on demand only), or sitting quietly at anchor or in dock when you can hear the pump working.

Engine

Start: Check fuel gauge.

Check oil, coolant, and water strainer on first start of the day.

Turn on engine battery.

Check for debris in the water.

Press electrical "on" button labeled "I".

Press crank button; the engine should start immediately.

Check for water pumping out of exhaust.

Stop: Allow engine to run in neutral for 5 minutes to cool.

Press "STOP" button.

Then press "I" button until sound stops.

Never press "I" button while engine is running.

Outboard

Always remove the outboard from the dinghy and attach to the outboard mount on the stern rail before setting off to sail.

Phone numbers

San Juan Sailing office at 800-677-7245
SJS's owner, Roger Van Dyken, at 360-224-4300 on cell or 360-354-5770 at home
Maintenance pro Steve Pinley at 360-303-6668

Shore Power

Disconnecting

1. Turn off AC switch on electrical panel above Nav Table.
2. Turn off breaker in port lazarette.
3. Turn off onshore breaker (typically near onshore plug).
4. Unplug cable onshore.
5. Unplug connection in port sheet locker.
6. Roll and stow the cable in the port cockpit locker.

Connecting

1. Connect cable in port sheet locker.
2. Turn on breaker in port lazarette.
3. Check polarity indicator on electrical panel; proceed if OK.
4. Connect cable onshore and turn onshore breaker on (if available).

Storage

Never place magnetic items, including large metal objects, near the auto-pilot compass located in the forward dinette seat locker, next to the mast column.

Valves

Head Waste Drain Valves: **Closed when in US waters.** Use pump-out stations.

Water Tank Valves (located behind aft seat-back cushion of starboard dinette settee)
With full tanks, open Tank-1 and use first until drained, then close Tank-1 and open Tank-2 to use second.

VHF

Hail vessels on channel 16, but after establishing contact, ask the skipper of the other boat to switch to working channels 78, 79 or 80.

Windlass & Anchor

Turn on yellow breaker to use windlass. It will only work while the engine is running.

Deploy and retrieve anchor using bow control only. The chain is marked at 100' in yellow, and then at 50' intervals in white, to the fixed-end marked in red. The starboard

helm has a chain counter and control, but please *do not* use the helm control. Snubber line should be hooked to the chain all the time except when the chain is moving.

Deploying:

1. Protect the plumb bow with “Hull-hugger” fender.
2. Ease anchor off bow roller with short pulses of the control to prevent the anchor from swinging into the bow (a nudge with your foot may be needed to get it moving – always wear shoes), and fending it off with the boat hook.
3. Lower anchor into the water fending off with a boat hook if it swings with the swell.
4. Once in the water it should stabilize; lower to the sea floor.
5. Attach snubber line to chain, cleat, and run chain out until it goes slack and snubber takes the strain.

Raising:

1. Use engine to motor slowly against a breeze in direction of anchor while using windlass to haul in chain.
2. Don't over run the chain. If you do, stop the windlass immediately, and reverse the boat until chain is clear of hull.
3. Stop anchor in sight but below water level to make sure it is not swinging.
4. Raise anchor to roller, and if needed, use a boat hook to fend it off if it swings.
5. Use short pulses on the control to bring the anchor carefully on to the roller, point down (use boat hook to turn the anchor if needed).
6. Use snubber line to hook the anchor to a cleat found on the port side of the chain locker.

Anchors and Stern Tie**Primary anchor**

In the bow: Delta anchor on 300' of 5/16" HT chain. Chain is marked with 10' of yellow at 100', and thereafter it is marked with 5' in white at 50' intervals. The attached end is marked in red. Ignore old 1' yellow marks along the way.

Snubber line

Is a double 1/2" nylon line with chain hook to grasp a chain link (located in anchor locker).

TIP: Hook the chain hook on a chain link off the bow roller, run the lines loosely over the port roller, and tie off to one or both port and starboard cleats, then let enough chain out to put tension on the snubber line and slack the chain. The snubber lines should be at least one foot over the bow roller.

Secondary anchor

Is located in starboard cockpit locker: Danforth anchor on 50' chain and 250' nylon rode.

TIP: When anchoring, use a scope of 4-to-1 for the highest water depth you'll encounter in the spot where you drop anchor. As general rule, pay out at least 100'. 2 minutes of reverse at idle speed sets the anchor and tests its holding power. If wind above 15 knots is forecast test holding at 1200 RPM for wind up to 20 kt, 1800 RPM for wind up to 30 kt. For storm conditions (sustained winds of 25+ knots), extend your scope to 7 or 10-to-1, provided you have room to leeward. Otherwise, set two bow anchors (using the secondary anchor, chain and rode—located in the starboard cockpit locker) in a v-pattern for extra holding power.

Stern tie line

The stern tie line is a 400 foot reel of line located in the floor locker in the salon (second locker from the steps). The reel is mounted on a frame that can be hooked onto the stern rail under the BBQ.

TIP: Do not use the reel to haul the boat; it is intended only to help you deploy the line easily, and wind it in neatly for storage. Always cleat the line to a stern cleat. If you wrap the line around a tree onshore and back to the boat, cleat both ends to a stern cleat.

Stern tie reel. Use to reel-out or wind-in 400 ft stern tie line.

DO NOT use to haul the boat—reel is not that strong! Tie line to stern cleat.



Stored under salon sole, second locker from the steps. Stand in bilge locker to first lift onto salon floor, being careful of handle, then carry up the steps to the cockpit.



Turn "hooks" 90 degrees to deploy. Hook onto lower rail of stern pulpit.



Secure to vertical stanchion with line or velcro. After use: Wind line in neatly otherwise the reel will not fit under the salon sole. Rotate "hooks" to original position before storing.

Anchor Windlass

The engine must be running to use the windlass (a built in precaution to ensure the windlass will not drain the start battery). The "on" and "off" breaker for the windlass circuit is located in the aft cabin beside the battery breakers. The yellow lever is "on" when down and "off" when up; generally leave it on.

The up-down controller for the windlass is located inside the bow anchor-chain locker. A repeater and chain length counter is located beside the starboard helm; **but please do not operate the windlass from the helm.**

TIP: *Deploying the Anchor*

Prevent the anchor from chipping the gel coat on the plumb bow by

1. Tying the "HullHugr" bow fender on the bow with lines to each bow cleat before deploying the anchor
2. Fending the anchor off with the boat hook—have the boat hook in hand before deploying the anchor
3. Deploy the anchor off the roller and down to water level with short controlled pulses applied to the electric windlass. With the anchor in the water, the water will buffer

any swing. Once the anchor is in the water, use the electric windlass to lower the anchor to the bottom and deploy the desired amount of scope.

TIP: *Retrieving the Anchor*

When retrieving the anchor into a breeze, motor the boat slowly toward the anchor while using the windlass to take up the slack in the chain. Don't override the chain, as this will place the chain against the hull. If that happens, stop the windlass and reverse the boat until the chain runs clear of the hull.

Retrieve the anchor to where you can see it about one foot below the water to buffer any possible "pendulum" action if the anchor were just out of the water. Then, using short, controlled pulses, retrieve the anchor from just below the water onto the bow roller making sure the anchor point is toward the boat and fending it off the plumb bow on the way up using the boat hook. Bringing the anchor onto the roller too fast can cause it to swing violently and damage the boat. If the anchor gets hung up on the bow roller, stop the windlass immediately and sort out the problem. Retrieve the bow fender before setting sail.

TIP: *Securing the Anchor*

Once the anchor is on the bow roller, secure it with the snubber line hooked to the chain near the swivel and cleated to one of the cleats in the anchor locker. The chain should be just barely slack, not rigid taught.

Anchor Riding Sail

When anchored or moored in a windy situation you may find that *Sea's the Dream* has a tendency to swing from side to side. This is common in fin keel boats with high sides. To keep *Sea's the Dream* steadily pointed in one direction use the Anchor Riding Sail which is stored in the starboard cockpit locker. Just hank the sail on to either backstay with the two Ronstan snaps provided, tie down to a deck pad-eye to prevent the sail riding up the backstay, hoist until taught using either of the two spare halyards, and sheet forward to one side (preferably to a mid-ship cleat). The sail is actually sailing the boat to one side of the anchor rode. The boat will only swing so far out as to reach equilibrium with the windage on the topsides. There it will stop and hold its position except for minor moves in response to changes in wind velocity (and tide in some cases).

Barbecue

The BBQ is plumbed to the propane tank. Make sure the yellow handled valve on the tank is turned on first. After that, the BBQ's valve is the control. Open the lid to light. Depress knob and turn counter-clockwise to the "High" flame position, and light the burner by pushing the Piezo igniter. If that fails to work, resort to the gas lighter provided on the boat. Visually confirm ignition. Turn knob to adjust flame. With the lid down, the BBQ tends to be hot and

cook quickly, so tend your food often. As a courtesy to the next guest, please use the wire BBQ brush to clean it after use and wipe off any grease on the outside including the drip tray below. Remember to turn off the yellow valve after use. Please use dishwashing liquid to wash off any grease spills on the fiberglass or teak deck under the grill.

Batteries, DC Power Management, and Charging

For normal operations, leave the house battery switch “on” (in the horizontal position) all the time. A battery combiner isolates the engine start battery, assuring all batteries are charged, while protecting the engine start battery from draw-down by house usage. The house bank has three pairs of 220 Ah, 6-volt (each pair connected in series to make 12 volts) deep-cycle batteries. Total house capacity is 660 Ah.

The engine start battery is a single 115 Ah battery. Turn it off at the battery switch before leaving the boat as this is the only security against theft (there is no ignition key).

We have installed a battery monitor (Victron BMV602s), located in the box mounted on the shelf above the electrical panel, to provide an accurate estimate of the state of charge of the house batteries. Use the up/down arrows to scroll between the following data read-outs:

SOC = State of charge of house batteries as a percentage. 100% is fully charged. *Never* allow batteries to drop below 50%. This is the most useful of all the data.

V = House battery volts

VS = Start battery volts

I = Current drawing from (-ve) or charging into (+ve) house battery

CE = Consumed energy in Ah from the house battery

TTG = Time to go is an estimate of how long the house battery can support the present load

“Select” switches between present state of batteries and historical statistics such as:

H1 = Depth of deepest discharge

H7 = Minimum battery voltage recorded

H9 = Number of days since last full charge

It is critically important to never draw down the battery charge below 50% capacity (SOC reading 50% on the Victron); an alarm will sound when you get to 60% to give you time to turn off non-essential electrical systems and start recharging the batteries.

Battery voltage and present Amp draw can also be seen on the electrical panel LCD screen. It defaults to battery display. Press the button beside the battery symbol to switch between house and engine battery. Unfortunately the Amp reading is inaccurate as several power hungry systems by-pass this ammeter. Use the Victron for accurate readings of power consumption.

TIP: Avoid discharging below 60% SOC before re-charging the batteries by running the diesel engine at 1500 RPM (it won't charge any faster at higher revs) or plugging into shore power with the battery charger switched "on". A low battery alarm will sound at 60% SOC or 11.5 volts if sustained for more than 10 seconds.

Caution: Never turn a battery switch to "off" while the engine is running! This will blow the diodes on the alternator, and the batteries will no longer charge.

DC Power Management—*Sea's the Dream* is equipped with 660 Amp-hour house battery capacity. If you plug in to shore power every evening and turn on the battery charger on the electrical panel, you will be able to use all the electrical systems all day. However, most charter guests will anchor or pick up a State Park mooring on one or more nights. Under these circumstances, you must pay close attention to limiting your use of DC power and recharging the house batteries by running the engine.

The Table below illustrates normal power consumption of the electrical systems. The highest power uses are listed first except the Microwave. Only ever use the microwave when connected to shore power, or with the engine running at about 1500 rpm.

The auto-pilot uses a surprising amount of power to operate the steering system and along with other navigation tools (like the chart plotter), sound system, and lights, can draw down 20% of total battery capacity in a day of sailing. You can safely use only about 40% of battery capacity before recharging, so expect to reach the minimum level in two days of sailing without charging batteries. It takes roughly 10 minutes of engine running at 1500 rpm to charge 1% of battery capacity, so if the batteries are down by 40% it will take about 7 hours or more to recharge them with the engine (note that the rate of charge diminishes as batteries near capacity so achieving 100% charge will take longer than expected). Check the SOC reading on the Victron to see how well the batteries are charged. Once depleted by 40% of capacity, you would do well to plug into shore power and turn on the battery charger to charge up overnight.

The cabin heater also draws a high rate of power from the batteries so avoid leaving the heater on all day while sailing. Next to the water pump, which pressurizes water to the faucets and is on only when a faucet is turned on, the refrigerators use most power and run about 50% of the time. If left switched on without recharging batteries, they will drain the house batteries in two days. To conserve batteries we recommend that you use the Auxiliary refrigerator (under the Nav table) only to keep drinks cool and only switch it on when plugged in to shore power or with the engine running. Use the built in top-load refrigerator in the galley for perishable foods, and keep it on all day. If you find the batteries are still running low, then turn off both refrigerators at night when it is cool anyway, and limit the number of lights and other electrical systems to "on" only when needed.

TIP: Pay particular attention to any of the systems rated above 1 Amp in the Table below and make sure they are on only when needed.

DC Equipment	Amp Rating
Auto-pilot	10.00
Water pump	9.00
Cabin heater	8.00
Refrigerator / Aux	7.00
Refrigerator	6.00
Deck light	3.00
Aft cabin bedside lamps	3.00
Steaming lights	2.00
Nav lights	2.00
Bilge pump (always on Auto)	2.00
Radar	1.00
Nav instruments	1.00
Music system	1.00
Main cabin lights	1.00
Aft cabin lights	1.00
Fwd cabin lights	1.00
Bunk cabin lights	1.00
VHF Radio	1.00
Inverter on standby	1.00
Anchor light	0.50
Aft head light	0.50
Fwd head light	0.50
Microwave	Shore power or engine on only

Berths

Sea's the Dream is ideal for six people, but she'll sleep a maximum of nine - two in the main aft cabin, two in each of the forward cabins, two people on the dinette seats with the table dropped down and conversion cushions added to make a double berth, and one on the settee opposite the dinette (with the stool inserted under the Nav table for a full-length berth).

The aft King bed is 6'6" long, 6'3" wide at the head, and 3'11" wide at the foot.

The forward V-berth is 6'6" long, 6'10" wide at the head, and 2'4" wide at the foot.

The port cabin bunk beds are each 6'7" long, 2'2" wide.

The converted dinette is 6'6" long and 4' wide with side cushions removed.

The port settee is 6'4" long and 2'4" wide with side cushions removed, and the stool placed under the Nav table.

Converting the dinette into a double bed. The table is lowered by electric motor; the up/down switch is located on the end of the sink counter behind the top cupboard door. Place the extra cushions (usually stored in the bunk cabin) on top of the table. Straps on

the cushions hold them onto the table top. It's quick and easy, and the berth is comfortable!

Bilge Pumps

Please check the bilge every day. It is accessed by lifting the floorboard next to the dinette table. The refrigerator drains into the bilge, so most of the water that accumulates in the bilge is from melting ice and condensation. The intake tube is in the lowest point in the bilge.

There are three bilge pumps:

- (1) A small **electric on-demand** bilge pump in the bilge sump will work only while the cabin lights circuit is on. It is located at the lowest point to keep the bilge sump dry under normal circumstances.
- (2) The main **electric on-demand** bilge pump is located in the bilge, slightly higher than the small pump and is on its own circuit, controlled at the electrical panel. The switch should always be on "Auto." The "on" light glows green only when the bilge pump is operating. This pumps water only if the volume exceeds the capacity of the small pump.
- (3) The **manual emergency** bilge pump is located on the side of the port cockpit locker. The pump handle is clipped inside the locker.

Bow Thruster

The bow thruster is operated from the starboard helm. Turn "on" by pressing both red and green buttons at the same time for 1 second. It turns itself off after 10 minutes of not being used, or can be turned off by pressing both buttons together again. In addition to moving the bow port or starboard, the bow thruster can be used in conjunction with the engine in idle to crab the boat sideways. In forward idle, turn the wheel in the opposite direction of desired travel and simultaneously use the bow thruster in the direction of desired travel. E.g., the boat is against a dock to starboard and you want to move the whole boat off the dock to port. Turn the wheel as if turning to starboard, put the throttle into idle forward, and press the port bow thruster; the boat will crab to port and perhaps a little forward.

Crab Ring Net

We have two crab rings aboard (port cockpit locker). Both are folding so that they fit inside the cockpit locker. One is a traditional sturdy Pacific Northwest crab ring that we have cut and hinged in the middle. To operate it, open the ring and insert the s/s bolts (secure with the wing nut) to hold it open. The second is a crab trap which you unfold to create a box. With either design, insert bait in the bait container and deploy to the sea floor with the crab ring rope and float. Haul the crab ring up to check for crabs every 20-30 minutes or so as they can demolish

the bait surprisingly quickly. Pulling the crab ring swiftly from the bottom keeps any crabs tangled in the net until you land the net in the dinghy. Check the crab's size and keep only those larger than minimum size. A large crab cooking pot is usually located under the port seat locker in the salon.



Crab ring folded



Crab ring opened

Coast Guard Registration Number

The Coast Guard registration number is permanently painted on the aft side of a cross beam in one of the salon floor lockers; the second locker from the steps. It is also engraved on a glued-on panel in the bilge-pump locker (third locker from the steps). The numbers are 3 inches high and cannot be missed if you're looking in the right floor locker. If boarded by the US Coast Guard, they may want to see this number.



Condensation

Most boats will develop condensation on cold surfaces, like the under-side of the deck or under side of mattresses, unless adequately ventilated. Good air circulation is the key to eliminating condensation. Leave hatches cracked open at night, even if it's cold out (a great excuse to bundle up in your comforter and cuddle!), to reduce or eliminate condensation. Leaving interior doors open to improve air circulation throughout the boat will also help reduce condensation.

A ¾ inch thick mat of “HydraVent” material is located under each mattress to improve air circulation, reduce condensation, and improve warmth.

Cushions

Cockpit. The 8 cockpit cushions (Bottom Siders) are closed cell foam which is subject to compression denting. Please store them flat (not rolled or folded), and not against anything that could leave a permanent impression. Clean with a damp sponge or cloth; don't use solvents. Take care using sun-block lotion and insect repellent against the cushions, as these contain solvents that damage the cushions. Holes and tears must be repaired without delay; please report them to SJS staff.

Salon. When removing the salon cushions, slide your fingers between the Velcro tabs to separate the two parts before pulling the cushion out. Just pulling the cushion without separating the Velcro first will tear the cushion covers.

TIP: The forward backrest cushion on the port side settee should be left in place; there is nothing useful behind it. It is held in place by an extra-large strip of Velcro.

Dinghy

Sea's the Dream has an inflatable 4-person “Sea Rover” 10'4” dinghy with one seat, oars and an outboard engine. (See “Outboard” section).

Towing. *ALWAYS* remove outboard and any other items not fixed to the dinghy before towing. Towing works best when the dinghy is brought close to the boat with only 4 or 5 feet of painter line from the stern cleat to the towing bridle or towing eye on the dinghy. This lifts the bow slightly out of the water and reduces drag so you go faster, and reduces the chance of wrapping the painter around the propeller. Tie the painter off twice – once at a cleat with a standard cleat knot, then the bitter end to the stern rail.

Beaching. PLEASE take special care when beaching the dinghy. Most of the beaches you will land on are strewn with sharp barnacle-covered 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 lines on either side, and set it down gently on the beach. Secure the painter under a rock or to a large driftwood log so your dinghy won't float away when the tide comes in – we have very large tidal range.

Dodger, Bimini, and Enclosure Panels

Our dodger, bimini and enclosure panels can enclose the entire cockpit. We usually sail with the side panels removed, and only put them on when we need the extra space outside during

inclement weather. There are 7 side panels which are stored on the boat in a black carry bag which may be stored on the shelf beside the aft cabin bed, or in the bunk cabin on an unused bed.

TIP: Enclosure panels are stored rolled up in a specially constructed roll of cotton sheets with a plastic tube center. The sheets protect the plastic “glass” from zipper scratches, and rolling the panels together helps to ensure they never crease. When not in use, store enclosure panels rolled, never folded, and never with anything on top to weigh them down. Creasing damages the “glass.” At the end of your charter please roll side panels together, with one laid between each sheet of the roll in which they come, return the roll to the black carry bag, and store on the shelf beside the bed in the aft cabin.

TIP: The dodger'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. Please avoid directly touching the glass with a damp 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, use generous amounts of fresh water from a pan from the galley or dock hose and “flood” the glass to dissolve the salt crystals away. If the dodger glass is really clear, you can thank previous guests for their diligence. And we thank you too!

Caution: Most spray-on sunscreens and bug-sprays react chemically with the plexiglass. Please inform your crew to spray downwind of the dodger glass. And please don't lean against the dodger with sunscreen on your back and shoulders. Once that chemical reaction takes place, the glass is ruined.

Electrical Panel

The electrical panel is a panel of switches (not breakers). Most switches on the panel board are self-explanatory, but some circuits are unique and described below.

Fuses and breakers are located behind the panel. Access the breakers only when one needs to be reset. Turn each of the silver-headed screws on the panel a ¼ turn anticlockwise and tilt the panel back towards you. Breakers pop-out when they trip, so pushing in resets a breaker.

AC 110v Power. The AC outlets will function while connected to shore power OR, when not connected to shore power and the inverter is turned “on” (converting 12v DC house battery to 110v AC). AC outlets will only work when the “AC Plugs” switch on the panel is in the “on” position. The AC outlet below the Nav table is a GFCI plug with a breaker switch. It is easy to trip this switch accidentally when inserting some kinds of plugs, so “Reset” if accidentally tripped.

Battery Charger. The Battery Charger switch must be turned “on” for shore power to charge the batteries. Always turn it on when connected to shore power.

Inverter. The inverter switch panel is located under the Simrad Sonic-hub just aft of the electrical panel. Use on demand only -- switch it "on" (a green light comes on) and "off" when it's no longer needed. The AC Plugs breaker switch must be "on" for the plugs to be live. Do NOT use the inverter while connected to shore power.

Autopilot, Chart Plotter. The switch for "Nav Instruments" is located on the electrical panel. This switch powers the Simrad chart plotter at the helm and all other navigation instruments.

Caution: Never switch off the Nav Instruments switch on the electrical panel without first depowering the chart-plotter in the cockpit by hitting the red power button on the chart plotter, and selecting "Standby" on the screen that displays. This shuts down the software prior to cutting power and is critically important.

Cabin Lights. Once you have turned the circuit on at the electrical panel labeled "cabin lights," an on/off switch for all recessed overhead salon/galley lighting is controlled by two rocker switches located on the ceiling next to the companionway entrance above the starboard aft cabin door. Silver button switches for overhead lights are also located on the mast support column. Lights in the heads and bunk cabin are turned on by rocker switches on the ceiling. The forward v-berth and aft main cabin have silver button switches on the wall. All other cabin and navigation station lighting locations have individual on/off switches on the fixtures. There are LED "mood lighting" strips mounted on the shelves above the seats in the salon which are operated by a remote control usually located above the Nav Table; select white or colored light, or changing colors. Note that a brief flash from these LED strips is normal when turning on the Cabin Light switch on the electrical panel.

Water Pressure. This pump pressurizes a small tank located behind the dinette cushions to starboard, 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, it means that the system is at working pressure – you should hear the pump start again after you use some fresh water.

When no one is below decks, while motoring or sailing, turn off the water pressure breaker. Should you run a tank dry, the pump would continue to run until it burns out and you'd never hear it running while everyone is in the cockpit.

Water tank selection valves are located behind the starboard settee back cushion just forward of the galley. Tank-1 is the forward tank, located under the v-berth. Tank-2 is the aft tank, located under the aft cabin bed (starboard), and beside the diesel fuel tank (port). It's a good strategy to open the valve to tank-1 first to lighten the bow first, and keep the weight distribution balanced aft until the last of the water is in use. When tank-1 is near empty, switch to tank-2 using the selection valve. Water tank level can be read on the LCD panel on the electrical panel.

Navigation (under sail) and Steaming (under power) Lights. Night passage making is not permitted under terms of your charter agreement with San Juan Sailing. Only use these lights

in case 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 the batteries.

Electronics

Chart Plotter and Radar.

Sea's the Dream is equipped with a Simrad NSS-8 touch-screen chart plotter at the helm. The chart plotter, radar, GPS, autopilot, depth sounder, and wind instruments, are all Simrad products and fully integrated. They are fairly intuitive provided you spend some time working through the various touch screens and options. An instruction manual is on the boat, but it may be accessed online in advance of your trip at: http://www.simrad-yachting.com/Root/User%20Guides/NSS_OM_EN_988-10102-002_w.pdf

The chart plotter may be used without the radar to minimize battery drain. To start the Chart plotter, turn on the electrical panel switch labeled "Nav Instruments". Then press and hold the red power button on the unit until it turns on the display. Use the "Page" key located at the upper right corner of the unit to change modes, and use the touch screen to select options. Pressing Escape (Esc) key gets you back to an intuitive touch screen. To shut down the unit, press the red power button on the chart plotter and then select "Standby" on the screen.

Never turn off the "Nav Instruments" switch on the panel before going to "Standby" first.

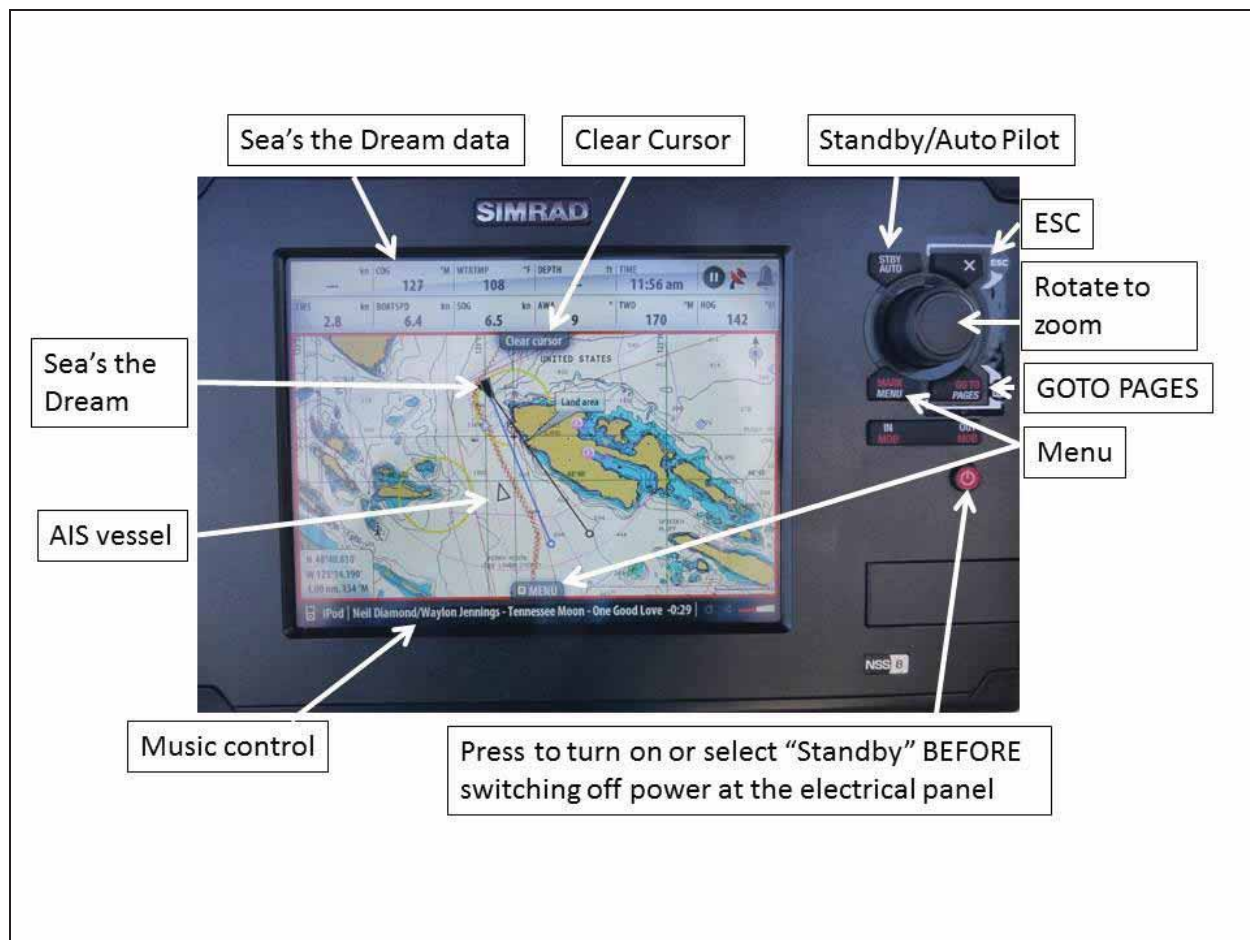
TIP: We recommend that in addition to using your PRIMARY navigation aids – namely, the Mapttech waterproof chart book or the roll charts (with the most active "killer rocks" marked in red) – up in the cockpit while underway, you also utilize the chart plotter for added safety. It helps you to see if you are where you think you are on the chart book or paper charts. If someone asks, "Where are we?" Within 3 seconds, you need to be able to point to the chart and show them the vessel's precise position. If you can't, you're in danger of hitting a rock.

The only time when the chartplotter becomes your primary navigation tool is when you're in a "tight spot" like going through a narrow pass or approaching the entrance to a secluded cove. With the chartplotter, you can "zoom in" to make something that's the size of a dime on a paper chart into the size of a paperback novel or larger on the screen. You can see more detail and, importantly, any hazards in the area. Your boat's position on the chartplotter should be accurate to within 3 meters – about 10 feet.

You should have little need for 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 in the islands usually forms in the early hours of the morning and burns off by mid-day. So if it's a little soupy after breakfast, we put on an extra pot of coffee until it lifts. Never depart from a safe location into the fog! To do so, even with radar, would be contrary to prudent seamanship. FYI – Fog becomes "reduced visibility" when you can see ¼ mile (about 4 football fields) in all directions. It is safe to proceed carefully in reduced

visibility using your radar to “see” beyond the haze, but be sure to look up from the screen about every 10 seconds and use your eyes to scan the horizon forward, behind, and side to side. A motoryacht, tanker or freighter traveling at 20 knots takes only 39 seconds to travel ¼ mile! You need to see these fast-moving vessels sooner-rather-than-later so you can quickly take evasive action to avoid collision.

The following instructions will get you started and should be enough information for most normal use of the Chart Plotter.



On startup, the Chart screen is displayed (Figure above). This is all you need for the majority of the time. If you need anything more, just remember two main things:

1. **ESC button:** No matter where you are on screens and menus, ESC will back track you to the Chart screen.
2. **GO TO PAGES button:** Takes you to a choice of Pages. Use the touch screen to select between:
 - a. Instruments
 - b. Echo
 - c. Video
 - d. Nav

- e. Chart
- f. Radar
- g. Pages, Tools, Settings are across the bottom of the screen.

Apart from the Chart screen, we use the “Tides” page most often to find the present and future state of tide at our location. Select “Tools” (g. above) to find the Tides page.

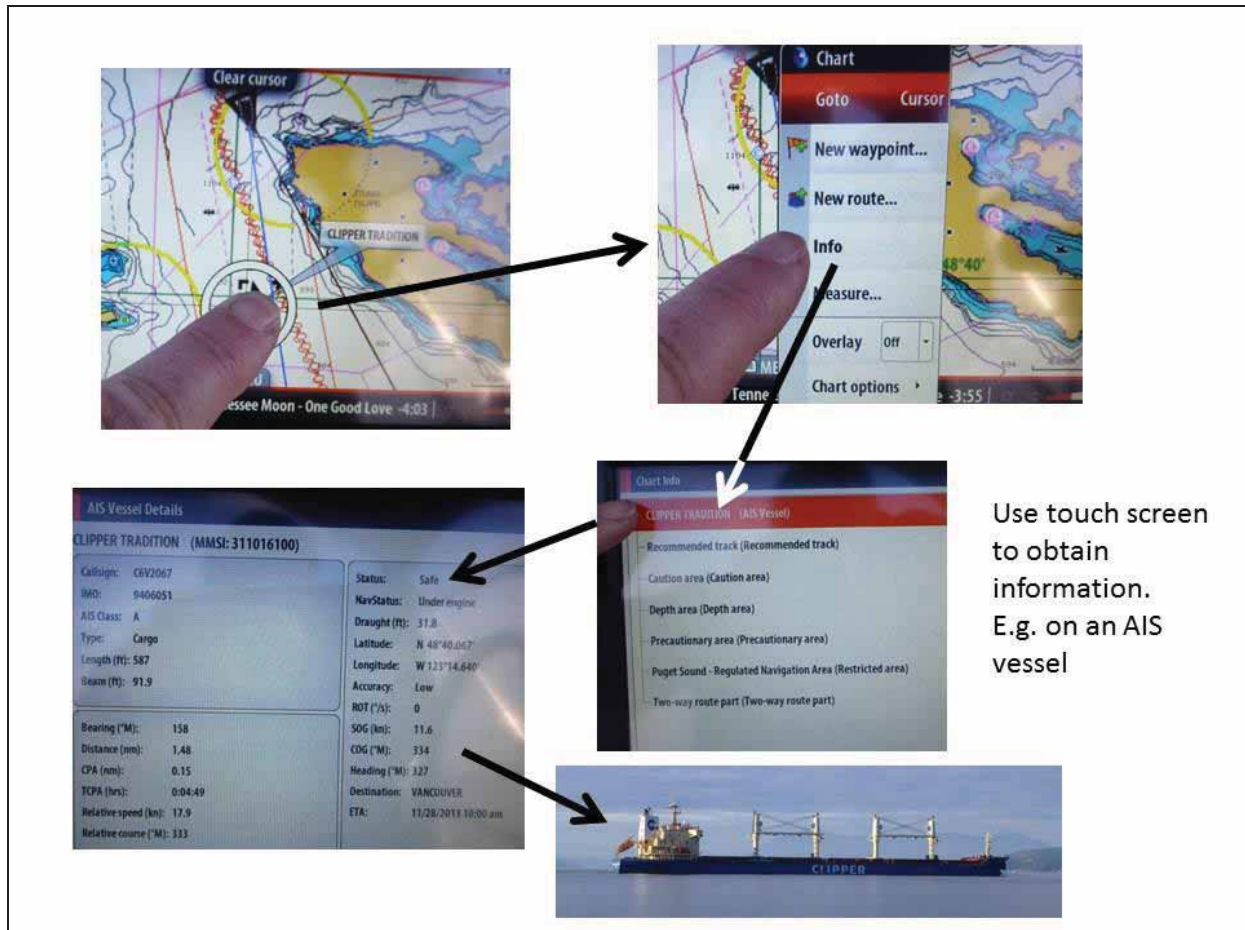
STBY/AUTO button: Takes you to the Autopilot control screen where you can select Auto (autopilot on) or Standby (autopilot off). Selecting Wind puts Sea's the Dream on auto following the current apparent wind angle.

Using the Touch Screen:

Moving/Zooming the Chart: Normally the Chart screen moves with Sea's the Dream (closed black triangle) centered on the screen. If you want to move to another point on the chart, and zoom in (for example), touch the desired point to set the cursor on it, then use the rotating knob to zoom in (or out) to take a closer look at the point. Touch “Clear Cursor” (top center of screen) to clear the cursor and return to Sea's the Dream centered on screen.

Touch and hold on anywhere on the Chart screen. As you hold your finger on the screen a rotating circle appears; as soon as it becomes a solid circle, remove your finger, and a popup window appears with a choice of plotting a waypoint, new route, info, or select overlay radar on or off. Remember to “Clear Cursor” after you return to the Chart screen.

Information: Touch and hold on any object on the Chart screen to find information about the object; select “Info” in the first window, then select the item you want information about on the second window. E.g. there's an AIS vessel on the Chart screen represented by a triangle: touch and hold on the triangle, select “Info” from the popup window, then select “AIS vessel” and the next window has all the information on the vessel including name, speed, destination, distance from you, projected closest distance and time if both vessels stay on course and speed, etc. See illustration on next page.



Data: The Chart screen displays two rows of Sea's the Dream data on the top, including:

1. COG = Course over ground
2. HDG = Heading
3. Depth
4. Time
5. TWS = True wind speed
6. Boat Spd = Speed through the water
7. SOG = Speed over ground
8. AWA = Apparent wind angle
9. TWD = True wind direction

Heading/Course: Lines projected from the triangle representing Sea's the Dream are Heading (Blue) and Course (Brown). I find it most useful to set it so the length of the line represents 30 minutes of travel under current speed over ground.

Menu: At the bottom of the screen, touching Menu takes you to the same set of Menus as the button on the right of the screen

Really important: Always press the red power button on the Chart plotter, then select "Standby" on the screen that appears, before turning off power with the "Nav Instruments" switch on the

electrical switch panel above the Nav table. "Standby" closes the computer software before losing power.

Autopilot.

The Simrad AP24 Autopilot is integrated with the chart plotter. It can be activated either at the starboard helm or on the touch screen chart plotter. An instruction manual is on the boat; it may be accessed online in advance of your trip at: http://www.simrad-yachting.com/Root/Operator%20Manual/SimradYachting/English/AP24_OM_%20EN_20222535_C_w.pdf

AIS.

Turns on with the chart plotter and VHF radio. The Automatic Identification System shows all vessels transmitting AIS data which includes most commercial vessels and any others like *Sea's the Dream* that are equipped with AIS. AIS vessels appear on the chart plotter screen as triangles. The triangle points in the direction that the vessel is moving and if you touch the screen over the triangle the system will give you additional information (such as name, size, speed, bearing, etc.) about the vessel. The system also transmits this same type of information about *Sea's the Dream* to other vessels with AIS. This system comes on with the VHF radio as it uses the radio to transmit and receive its information. Our MMSI ID number is 367542970 and it will show up if you touch the black-filled triangle that represents *Sea's the Dream* on the chart plotter.

Depthsounder.

Turns on with the chart plotter. The depthsounder will not give accurate readings beyond 400'. In deeper water, the sensitivity on the unit increases as the transducer tries to get some reading back. Consequently, you may receive 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 depth warning is set at 12 feet, which gives you just 4 feet depth below the 8 foot keel to react to unexpected shallows.

TIP: 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.

We do not recommend using the depthsounder's alarm at night. Besides a fairly high battery drain, it's likely to sound at inappropriate times such as late at night while fish are passing beneath the transducer. Instead, consult the onboard tide table to determine whether you're anchored in a safe location, considering how shallow your depth will become when the tide ebbs out of your anchorage in the middle of the night.

Knotmeter.

Turns on with the chart plotter. Speed is indicated in knots or nautical miles per hour.

TIP: 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 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).

Music (Sonic-hub) Operation from the Chart plotter

See Entertainment section.

VHF Radio.

The remote access microphone (RAM) plugged into the outlet on the cockpit table pedestal controls all radio functions from the steering station of the unit mounted above the Nav table. The VHF at the Nav station is turned on by holding down the "PWR" button for a second. There is also a "PWR" switch on the RAM to turn on the system at the helm.

TIP: To listen to the weather reports (should be done in the morning before you head out and ½ hour before your final destination), push 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 report on "Inland waters of western Washington" which 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). 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. There's a story behind this warning which we will tell if ever we meet!

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.

Wind Instruments.

Wind speed and direction are displayed at the port helm.

Cellular Telephones.

Sea's the Dream is equipped with 12-v DC cigarette lighter type outlets that may be used for recharging your cellular telephone. The outlets are on the electrical panel face, and in each cabin. They are connected to the Cabin Lights breaker which must be "on."

110v AC.

Sea's the Dream is equipped with AC outlets for use when connected to shore power. There is a breaker switch and outlet located under the Nav table (right of the refrigerator). If this breaker is off, then all the outlets are off and also the battery charger. We leave it on all the time, but it can be turned off accidentally if you store stuff under the table, or even when inserting a plug into the outlet.

TIP: If you have no power at the AC outlets, check this breaker first.

Engine and Handling

The engine is a Yanmar 4JH5CE series. Maximum RPM is 3900. Cruising RPM is 2000-2500, optimum 2600. Idle is around 900 RPM.

Saildrive. The engine powers an SD50 saildrive which helps eliminate shaft vibration, noise, and alignment problems and maximizes use of space with a direct power-to-prop configuration from a horizontal crankshaft, to vertical down shaft, to horizontal propeller via gearing mechanisms. Under power, you will find *Sea's the Dream* to be quiet, balanced, maneuverable, and powerful.

TIP: Always leave the engine in neutral when off but under sail. The propeller will not spin if you first make sure the folding prop is closed.

Folding propeller. We have a three blade flex-o-fold propeller on *Sea's the Dream*. Closing the prop reduces drag while under sail and stops the shaft from spinning in neutral. After turning the engine off while under sail, shift to reverse for about 20 seconds, and then shift back to neutral. The prop will close and not spin. The prop opens again as soon as you shift into gear with the engine running.

Reverse. *Sea's the Dream* barely “walks.” Walk is easily overcome with the wheel and rudder when you have a little sternway. Be sure to hang on tightly to the wheel in reverse. If not, water pressure on the aft edge of the rudder will slam the rudder over to one side or the other, which is very hard on the steering mechanism.

Forward. *Sea's the Dream* has a large and deep rudder. So she's very quick to turn, and turns in a narrow radius. Very small rudder adjustments will easily change course. Because the saildrive/propeller is almost below the engine, the wash from the prop takes a moment to reach the rudder when starting off; anticipate this delay when maneuvering in tight spaces. A short burst of throttle will shoot water at the rudder, which, if already turned, will result in a short, sharp turn with little forward movement...a strategy that can be handy when turning in confined spaces. Or better still, use the bow thruster with much greater precision and ease! We recommend it!

Docking. *Sea's the Dream* carries momentum well, so your final approach and turn in toward your slip can usually be done in glide with the throttle/shifter in neutral; you'll certainly need no

more than “idle speed” unless there are high winds. Without the propeller turning you also do not have the complicating effect of prop walk to contend with.

I find that docking into a slip stern-in, gliding-in in reverse, is usually easier than bow-in because you can see exactly where you are relative to the dock when you are at the helm. It also brings the stern close the dock to allow stern access which is much easier than climbing over the side rail.

Never turn off the engine until the vessel is securely tied at the dock. Remember, you'll need to use your engine to stop the boat's momentum. It's very difficult and often impossible for people holding lines to stop the momentum of a vessel as heavy as a cruising sailboat. Don't use dock lines on a shore cleat to stop movement, as this can result in a sudden swing of the boat and damage to cleats, boat, and/or dock.

When coming into our docks in high winds or if you'd just like a little assistance upon arrival, simply hail “San Juan Sailing” on VHF channel 80. They'll be glad to offer some “coaching” and/or catch your lines. In fact, most marinas in the islands will help you if you hail them and ask for assistance. Asking for docking assistance, especially in windy conditions or with an inexperienced crew, is a sign of prudent seamanship.

Starting.

1. Check the oil level. The dipstick is accessed by lifting the companionway steps on their hydraulic struts (no catches or props, just lift the steps). The dipstick is on the starboard side of the engine. **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. Check the coolant level; anywhere between the two lines (high and low) on the overflow reservoir is “good”.
3. While you have access to the front of the engine, check for belt tightness and leaking fluids.
4. Look over the stern for kelp, logs or branches that could foul the propeller.
5. Make sure the gearshift is in neutral (12 o'clock position).
6. Press the electrical switch labeled “I” until the indicator lights on the RPM gauge light up.
7. Press the “crank” button for a moment; the engine normally starts immediately.
8. After the engine starts, release the crank button, check for water gurgling out of the exhaust.
9. While the engine warms, check your fuel level on the LCD panel on the electrical panel.

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.

Proceeding in Forward/Reverse. With the throttle in neutral position you engage forward gear by pushing ahead on the throttle or reverse gear by pulling back on the throttle. To keep the

transmission “healthy,” please remember to pause 2 seconds (say “one and two and”) in the 12 o'clock neutral position when shifting from forward to reverse and vice-versa.

Operation. 54 HP Yanmar SD series engines are very reliable. Economy cruise speed of 5-7 knots is achieved at about 2000-2500 RPM using about 1 gallon of diesel per hour. Please do not exceed 3000 RPM because it's hard on the diesel and fuel consumption goes WAY UP with very little increase in speed.

To avoid the possibility of sucking in 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. The tank holds 53 gallons, so topping up at about 25 gallons is reasonable.

Engine Overheat. If the 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 collects in the raw water strainer.

To clear the eelgrass from the raw water strainer (above the water line in the rear of the engine compartment, accessed from the aft cabin), twist off the clear screw-top 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. Don't over tighten as the lid can crack. Make sure the lid's screw threads are not crossed as this can give the appearance of a tightened lid but the gasket won't seal. 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.

Engine Shutdown. With the engine in idle and the gearshift to neutral, allow the engine 5 minutes to cool down. Then push the fuel cutoff button labeled "STOP". After the engine stops, cut the electrical source by pressing the "I" button (I = ignition). Never stop the engine by pressing the "I" button first as this can damage the diodes on the alternator, and the batteries will no longer charge.

Entertainment

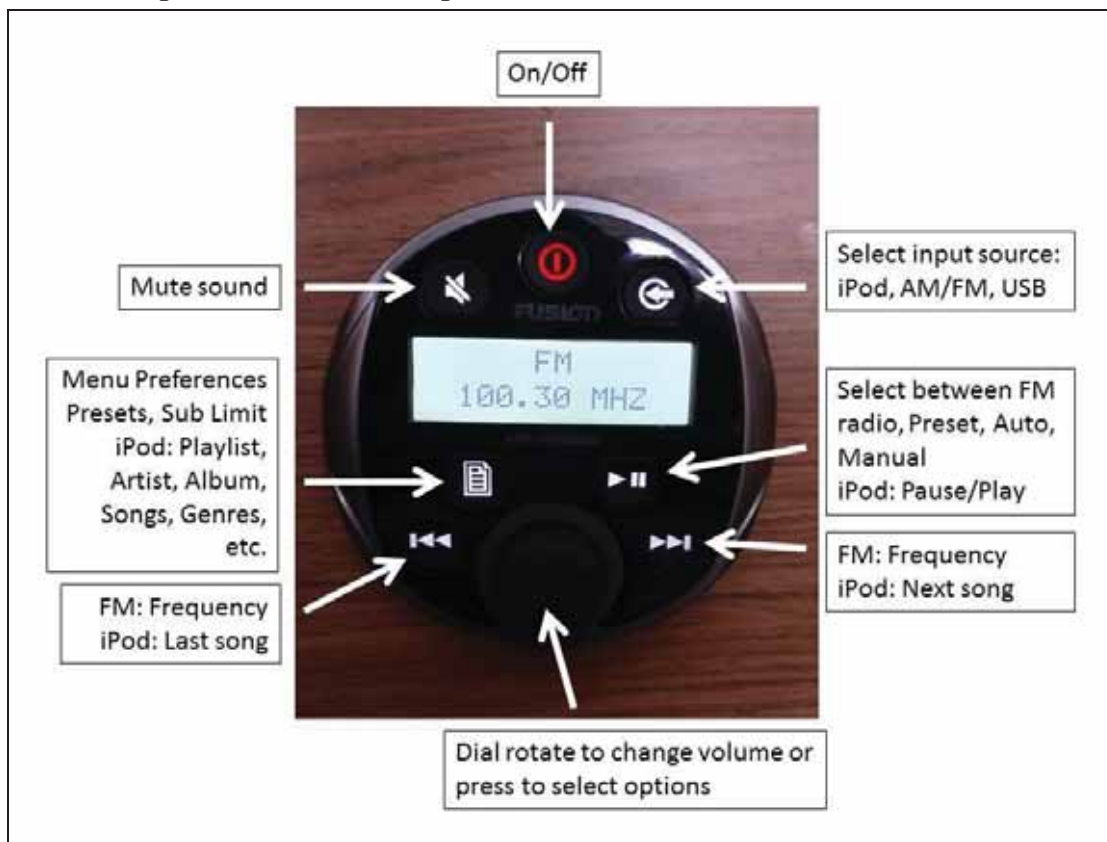
Fusion Sonic-hub Dock Operation from the Chart plotter

Located above the Nav table and labeled "B&G" in large letters, this is a docking hub that allows use of various Apple iPhone, iPod, iPad players, Android or MP3 players using a USB cable (or just a USB drive) with the sound system. Any player with a USB cable can be plugged into the USB port which is located on the drawer that slides out after you open the cover.



The Sonic-hub can be controlled from the Chart screen by touching the bar at the bottom of the screen. From here you can select music source (iPod, AM, FM, USB, AUX), change the volume, and adjust volume in each zone (zone 1 = main cabin, zone 2 = cockpit, zone 3 = bass speaker in main cabin). If your iPod, Android or MP3 player plugged into USB port does not show up as an option, then it is not fully plugged in the Sonic-hub or it is defective.

Sonic-hub Operation with Chart plotter turned off



With the Chart plotter turned off you can still play music using the Fusion controller (Figure above) mounted beside the electrical panel above the Nav table. Use the buttons as indicated in the Figure above, from the top clockwise, to:

1. turn on/off
2. select input source (iPod or USB in the Sonic-hub, or FM/AM radio)
3. select preset channels, auto select, or manual select (e.g. scan radio channels or change manually), or if an iPod is connected this button works to play/pause
4. select radio frequency or if iPod connected select next song, or next album
5. use the dial to see options by rotating, select options by pressing, or to change volume
6. select radio frequency or if iPod connected select last song, or last album
7. see Preferences, Presets, sub-limit, and if iPod connected to select artists, albums, etc. Select option by pressing dial.
8. mute sound.

An iHome Bluetooth receiver is connected to the AUX jack of the Sonic-hub. The sound quality through this connection is not as good as a direct connection through the USB port but offers an alternative if neither the USB port or docking station work for some reason. Most Bluetooth enabled devices can be connected to the sound system with the iHome Bluetooth receiver. With your device's Bluetooth turned on, turn the On/Off switch on the side of the iHome unit to "On" (light will flash blue). If a previously linked device is found, it will connect and the light will flash blue twice every 7 seconds. If no linked device is found, the unit will search for a new Bluetooth connection (light flashes blue then red), and iBT52 will appear on your device's

Bluetooth menu in settings. Select iBT52 on the menu, and if your device asks for a password, enter 0000. Set the music source to AUX and control volume and zones through the chartplotter screen or Fusion unit, but select music and play on your device. Power off the iHome receiver after use. On next start-up it will automatically connect to the most recently used Bluetooth device if it is on and within range.

Fuel Tank

Sea's the Dream has a 53-gallon fuel tank. The engine consumes about 1 gallon of diesel 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 cause oil sheen and subject you to a Coast Guard fine. Fill slowly and carefully. Check the side vent and, with 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.

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 on the LCD display on the electrical panel. If the gauge does not show Full, continue filling. When you think you're finished fueling, check the fuel gauge one last time to make sure it's reading "Full." That way, San Juan Sailing will not charge you a fueling charge plus the cost of fuel.

TIP: Unlike automobile fuel gauges, fuel gauges on boats are notoriously inaccurate, especially on the low end. Therefore, whenever the fuel level drops below $\frac{1}{2}$ full, you should refuel at your next opportunity. Never let the fuel level fall below $\frac{1}{4}$ 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.

Hatches

Sea's the Dream has numerous hatches to let in light and air when open. They also have built in "slide-over" mosquito netting and shades. Hatches with lever locks can be locked in either of two positions: one is dogged down tight, which you should always use when under way; the other is raised slightly (about $\frac{1}{4}$ inch) to allow a small draft. At anchor or slip, hatches can be raised on the arms and clamped in a raised position using the grey twist handles on the support arms.

TIP: Be sure to loosen the grey twist grips before trying to close the hatches. Forcing them will result in damage. Always close hatches before getting under way. A raised

hatch is a magnet for jib sheets and could be seriously damaged if caught, not to mention letting in water.

Heads and Holding Tanks

Sea's the Dream has push-button, electric flush, fresh-water heads. Wet the bowl before use with the rocker switch pressed one way, then evacuate the bowl by pressing the rocker switch the other way. Once the waste is pumped out, wet the bowl with clean water again and fully evacuate again. This helps push the waste all the way to the holding tanks and reduces the possibility of waste leaking back into the bowl. There are two buttons. The rocker switch wets the bowl (rock left) and evacuates the bowl (rock right). The single switch does both at the same time, but uses more water. Use either one. Travel with the bowl dry and the seat and lid down!

The heads each have a 20-gallon holding tank, and they will need to be emptied once every day or two to avoid leaking sewage or, worse yet, an exploded holding tank, a real “vacation ruining” event! San Juan Sailing staff will discuss holding tanks, overboard discharge and pump-outs upon your arrival.

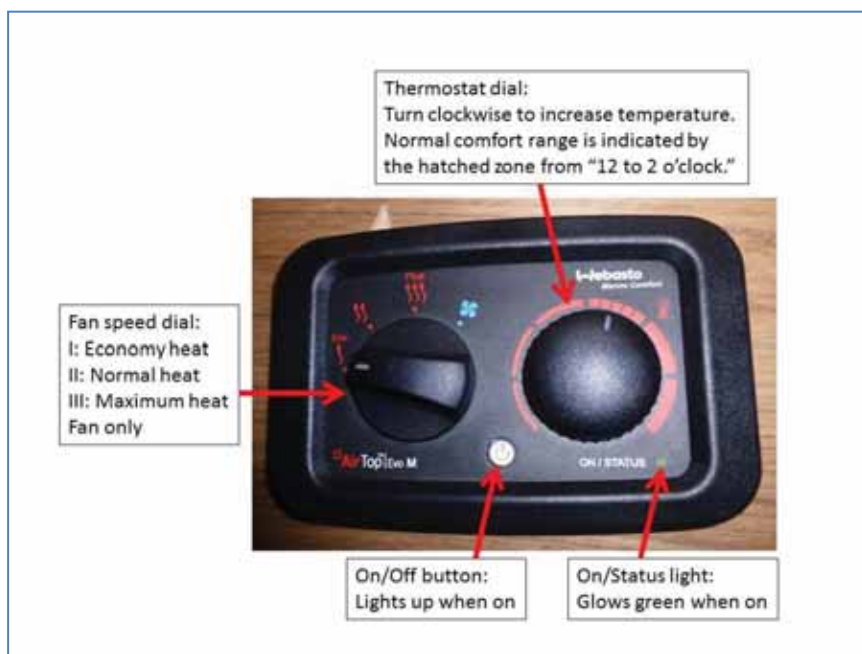
We do not rely on holding tank gauges or warning lights to tell us when the tanks need emptying. These electronic monitors are too often unreliable (like “warning” that the tank is full when it’s not...how annoying!). Instead, empty the tanks often and check them visually to be sure. The holding tanks are located in the cabinet behind each toilet. To access, pull the top of the panel towards you by 2-3 inches, then lift the panel up to clear the lip at the bottom. Replace the panel by inserting the lip at the bottom first, then, when the whole panel is carefully aligned, push in the top until it holds. The tank is a green color and the waste level inside can be seen by shining a flashlight from the top downwards. It is a gravity discharge system and, when outside US waters, to empty it, or simply pass waste through it directly overboard, open the red-handled large seacock located under the head sink. All tank contents will drain overboard in just a few seconds; you’ll hear a noticeable “whoosh” as it discharges. Then close the large seacock handle, and all toilet contents go to and remain in the holding tank once again.

Overboard discharge is not allowed within 3 miles of shore in US waters, so use a pump-out facility instead. If you pump out the holding tank at a shore facility, please fill it with about 5 gallons of fresh water through the deck fitting to rinse, and then pump it out again. Thank you!

TIP: 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 and “flushable wipes.” In fact, offshore sailors do not even put soiled toilet tissue down a marine head. They simply deposit soiled toilet tissue, feminine items, “flushable wipes” (etc.) in the waste basket with a liner bag provided, 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! Never put “flushable wipes” down the toilet...they will clog the impeller and leave you with a mess and a repair bill.

Heater

The diesel-fired Webasto cabin heater will make the interior “toasty” within 10-15 minutes. The heater control is located inside the cupboard to left of the propane switch between the galley and dinette areas—behind the “Webasto On Board” label. Press the power “on” switch and select the fan speed (I, II or III) and temperature (about “1 o'clock” on the dial). A slow fan speed is most power efficient, and quietest. It takes a few minutes for the heater to “cycle up” and get hot. Turn the heater off using the same push button switch. The fan will continue to run for up to about 5 minutes while the unit is cooling down and cycling off. The heat is dry, comfortable, and on those rainy days or cool evenings, makes a huge difference in cruising comfort!



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. While the heater can run all night, the boat will likely get too hot and the electric fan will drain the house batteries, not to mention being noisy for the people in the aft cabin.

Inverter

The inverter converts house 12 v DC battery power to 110v AC and is used only when not connected to shore power and when a 110 v appliance must be used (e.g., microwave). Turn on the unit above the Nav table and located below the Sonic-hub. Once finished using the 110 v appliance, turn off the inverter to save battery power. Even when not in use, the inverter draws current and depletes the batteries if left turned on. We have found that using the microwave on inverter power depletes the battery very quickly; start the engine and run at about 1500 RPM to maintain battery voltage while using the microwave on battery power, then shut down after use and after allowing 5 minutes to cool.

Keel Depth

Sea's the Dream has a deep fin keel and draws 7'2" so figure on 8 feet to be on the safe side.

San Juan Sailing strongly recommends that you always maintain a minimum of 10'-12' under the keel at all times, both underway and at low tide on anchor.

Outboard

Sea's the Dream is equipped with a new (in 2017) 4-stroke Honda 2.3 horsepower outboard. This brand and size has proven to be a practical and VERY reliable dinghy outboard.

DO NOT add oil to the gasoline – it uses just straight gasoline. The fill cap is located on the top of the engine. Being a 4-stroke engine, it has an oil sump and the oil level should be checked before use. However, the oil sight glass on the side (supposedly designed to show you oil level) is notoriously unreliable – it can look like there's no oil in the sight glass even when there's plenty of oil in the sump. If the sight glass looks empty, open the filler cap and look inside – if there's oil within 1 inch of the rim it's fine. Tell SJS check-in crew when you return that the outboard oil level looks low or empty. DO NOT ADD OIL to the sump – the most common cause of outboard engine failure has been over-filling oil in the outboard – just tell SJS check-in crew about it.

As a courtesy we have an additional red spare gasoline container tied into your dinghy. WARNING – Gasoline fumes are explosive and a very dangerous fire hazard if gasoline is stored on a boat. Keep the spare gasoline container in the dinghy and tied to the transom so it stays upright. NEVER store the spare gasoline container in a locker, lazarette, or any other storage area on your vessel.

TIP: The outboard is light so it's easy to transfer from the stern rail outboard mount to the dinghy transom (and vice versa). PLEASE do not cruise with the outboard on the dinghy. It will no longer work after saltwater gets into or even near the intake of the carburetor. If this happens, you will have to condition your rowing muscles until you get back to Bellingham. We also recommend taking the outboard off the dinghy at night. We have known dinghies to deflate in the cool of the night and had wind waves or powerboat wakes flip the dinghy over. It's a disturbing sight first thing in the morning to see your outboard propeller sticking straight up, with the motor under the water. At that point it's nothing more than a very ineffective \$1,000 anchor!

To Start

1. Push the fuel valve lever (starboard aft corner of the outboard) aft to open the fuel valve.
2. Pull out the choke (starboard forward corner of the outboard).
3. Open the air vent on the top of the fuel cap (top of outboard) by turning to "on" indicator.
4. Make sure the black U-shaped kill clip (with the red lanyard) is clipped into the red shut-off knob (port forward corner of the outboard).
5. Turn the handle throttle ¼ turn counter-clockwise.
6. Pull the cord until it starts. You shouldn't have to pull it more than 2-3 times.

While Running

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

To Shut Off

1. Shut the outboard off by pushing in the red shut-off knob (where the kill clip is clipped in). Or just pull the red lanyard until the clip pops off.
2. To avoid prop damage, shut the outboard off and raise it out of the water before you reach the shore. Pull the outboard forward and out of the water until it clicks and stays in place; row the rest of the way. To put the outboard shaft back in the water, release the stainless steel lever on the starboard side of the shaft.

When Not in Use

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

Troubleshooting

If the engine won't start, review steps 1-6 above to make sure you've done all 6 steps. 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 vent 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.

Propane

The propane tank and both propane valves (the hand valve and the solenoid valve) are located in the propane locker in the starboard lazarette aft of the helm, which is vented and isolated from the rest of the boat. Any gas leaking there will move down, out, and away from the boat.

While the propane tank normally lasts for 4 weeks or more, San Juan Sailing's staff tops them off every 2 weeks, so you'll have plenty for you cruise!

Propeller

Sea's the Dream has a folding propeller to help maximize speed through the water. To fold the propeller when sailing and with the engine turned off, shift the gear/throttle lever into reverse for 20 seconds and then back into neutral.

TIP: Remember to shift into neutral again. Starting the engine in gear can damage it.

Refrigerators and Freezer

The top-loading refrigerator located in the galley must be turned “on” at the electrical panel. The temperature thermostat control dial (with min through max, max being coldest and will probably freeze your lettuce) is located inside the refrigerator. There is a freezer compartment in the refrigerator. We recommend running the refrigerator at all times to avoid it becoming smelly. It works well set at one level above minimum.

To drain the water from the refrigerator for cleaning or in case of water build-up, pull the small plug in the bottom of the refrigerator. The water drains into the bilge and the bilge pump may come on to pump it out.

TIP: If you spill something, like milk, in the refrigerator, clean it out using a sponge or paper towel, then rinse with water and drain. Don't just drain spills into the bilge otherwise it smells bad.

The extra refrigerator is located under the Nav table and looks and operates like any other refrigerator. It is connected to the Auxillary power switch on the electrical panel and should be left on only when connected to shore power or while running the engine otherwise it drains the batteries.

Sails**Headsail**

The 106% (447 sq ft) genoa/jib has roller furling. Whether fully or partially deployed, you'll have good sail shape. Slight hand-over-hand tension on opposing lines – furling line and sheets – 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.

Reefing the Headsail – Simply ease the jib sheets (keeping control of them) while pulling in the jib reefing line until only the amount of sail you desire is deployed. You should not have to use the winch to furl the jib. If you cannot furl by hand, forcing it with the winch will only exacerbate the problem. Instead, investigate to see why it will not furl and sort out the problem.

Mainsail

The 430 sq ft main has an in-mast furling system. With an in-mast rig, in normal conditions, it's recommended that the headsail be deployed first (while underway). The mast bows slightly aft at the top. By deploying the head sail first, the pressure of the wind in that sail tends to straighten up the mast. This makes it easier for the main to deploy from within a plumb mast. So, provided that the wind is less than 10 knots, steer to a course of about 60 degrees to the wind (close reach). Deploy the head sail first. Now you may throttle down and place the engine in neutral, sailing on the head sail alone. Shut down the engine. Now you're ready to deploy the main.

If you're in high wind (15+ knots) conditions, you may prefer to deploy the mainsail head-to-wind instead. That's okay, but in this situation, deploy the main first. Since you're in high winds, only partially deploy the main so it's "reefed." Once deployed, fall off and begin sailing...just like you would on a vessel with a conventional main. Then partially deploy the head sail. Be conservative with the amount of sail you deploy in high winds. If you've been too conservative, you can easily deploy more sail area while sailing.

Deploying the mainsail:

1. The mainsail does not cooperate when the boom is pulled down tight, so give it a little "play" by loosening the boom-vang (then close the rope clutch) and loosen the main sheet by pulling out about 3 feet of line (then close the rope clutch).
2. The red-flecked "outhaul" line is what pulls the main out. Pull the outhaul by hand or careful use of the winch. Be careful not to force the outhaul or you will do damage to the rigging and the sail. If it does not respond to moderate force check for the hang-up. Most rope clutches provide one-way stops, so you don't need to open it when winching in.
3. For control, keep slight tension on the yellow-flecked "main furler" line while winching in on the outhaul until the main is partially or fully deployed (depending on the wind and your preference). The wind pressure on the main will actually help the main to deploy.

Reefing the mainsail:

You have infinite reef points with an in-mast furling main. You can deploy as little or as much sail area as you determine is appropriate for wind conditions you encounter. And you can reef an in-mast main while sailing and from the safety of the cockpit!

Simply wrap the "main furler" line on a winch. Then grasp and control the "outhaul" line by maintaining adequate tension. When you're ready, open the outhaul rope clutch. Crank in the main furling line, while you slowly pay out the opposing outhaul line, until you've shortened the mainsail to a position appropriate for the wind conditions. Close the rope clutch on the outhaul.

After you've furled the main, you are ready to shorten the head sail. If you shorten the head sail first, you'll increase "weather helm" and likely round up. So always reef the main first.

Furling the mainsail:

When you're ready to bring in the sails, start by furling in the main. When the main is tightly wrapped inside the mast, you're ready to furl in the head sail.

1. While still sailing, steer the vessel to pinch the wind on a close reach (less than 60 degrees off the wind).
2. Pull the boom down using the boom vang. This will help the mainsail enter the mast without wrinkles that may hinder a future deployment.
3. Wrap the "main furler" line on a winch (do not apply excessive force to the winch or damage may result).
4. Grasp and control the "outhaul" line by maintaining adequate tension, and open the outhaul rope clutch.
5. Crank in the main furling line, while you slowly pay out the opposing outhaul line, until the main is wrapped fully inside the mast.

TIP: Be sure to keep plenty of tension on the outhaul to get a tight wrap of the mainsail inside the mast. The wind will help you get a tight wrap. Remember, if you furl the main without any wind pressure on it (if you're head-to-wind in high winds or if you simply becalmed), tension on the outhaul line is the *only* force that will get you a tight wrap inside the mast. And a loosely furled main inside the mast could mean a tough next deployment or, in the worst case, a jammed main.

Now that you're just sailing on a close reach on the head sail only, it's time to start the engine and shift into forward to maintain your course of less than 60 degrees off the wind. While holding course, furl in the head sail. And motor in to your anchorage or marina!

Sea's the Dream is a delight to sail. Her sail plan (a medium-sized furling genoa and furling main) was selected with consideration for single or short-handed sailing. Once she has way, *Sea's the Dream* is easily steered with small rudder changes. Her perfect breeze is 10-15 knots with heel at 5-15 degrees. Full sail can be carried in winds up to 15 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.

Sea's the Dream has a 3-bladed folding propeller for sailing efficiency, gaining you an additional 0.25-0.5 knots under sail if closed. After stopping the engine, place it in reverse for 20 seconds to close the prop then back into neutral. Enjoy!

German rigged main sheet: Most of the running rigging is standard but some of you may find the "German" main sheet unusual. Newer Jeanneau's like the 44DS are fitted as standard with a "German" mainsheet system. The benefit of this system is that the helmsman has full control of the sail without leaving either wheel, which is great both for tweaking the sail trim when the cockpit is full of guests, and also if the wind gusts up so that the mainsheet needs dumping to avoid rounding up. Just remember, the leeward winch is used for the genoa sheet, as usual. The windward winch is used for the main sheet with the leeward end of the sheet clamped off in the rope clutch. It takes only a little practice to get used to switching both the genoa sheet and main sheet between winches as you tack, but the advantage is that all lines are within easy reach of the helm, and for the most part, the main sheet can remain held by the rope clutches if your angle of

sail is the same on each tack. The disadvantage is that you cannot bring the boom above centerline as you can with a traveler; but you're not racing competitively anyway!

Spinnaker

The asymmetrical spinnaker on *Sea's the Dream* is called a "G-spinn" by sail designer and maker Don Yager of Yager Sails. It is designed for light wind sailing; use only in wind speeds of 10 knots or less. Being an asymmetrical spinnaker, it does not use a spinnaker pole. Rather, it functions more like an extremely light weight, huge and very powerful genoa, and can be used from downwind (175°) to beam reach (90°) or slightly closer reach (80°) wind angles. At some wind angles we have almost matched wind speed with boat speed...5 knot winds with 5 knot boat speed. Amazing!

Watch your apparent wind angle carefully. Although the sail can be hauled in tight to sail closer to the wind than 80°...*don't do it!* The sail will rip apart if hauled in too tight, even in only 10 knots of wind.... we speak from experience and the repair was costly!

The spinnaker does not come as standard equipment on *Sea's the Dream*. If you know you will be sailing in light winds and want to use the spinnaker, and have spinnaker-use approval from San Juan Sailing, in advance of your charter start date request that the sail, sheets and blocks are put aboard. The sail comes in a blue bag and is a large bundle of material so expect it to occupy the entire forward cabin when not in use. The sail comes with two spinnaker sheets (grey), one tack sheet (black), three turning blocks, and a bungee cord for each block—make sure all of them are aboard before you leave the dock.

Rigging the blocks and sheets:

1. *Important:* The blocks can come apart as soon as you undo the pin, and, without great care, parts can be lost overboard. Start by taking precautions to keep the pin or block parts aboard! For example, we stuff the area below the bow-roller eye with a towel to catch any parts that may slip from our hands. Lost or broken parts should be reported to San Juan Sailing.
2. Secure the tack-sheet block to the eye on the bow roller; use a bungee cord to hold the block up by tying it through the block's center hole and onto the bow pulpit on either side.
3. Secure a clew sheet block to each of the port and starboard pad-eyes on the deck outside the cockpit and just forward of the main winches; use a bungee cord to hold the block up



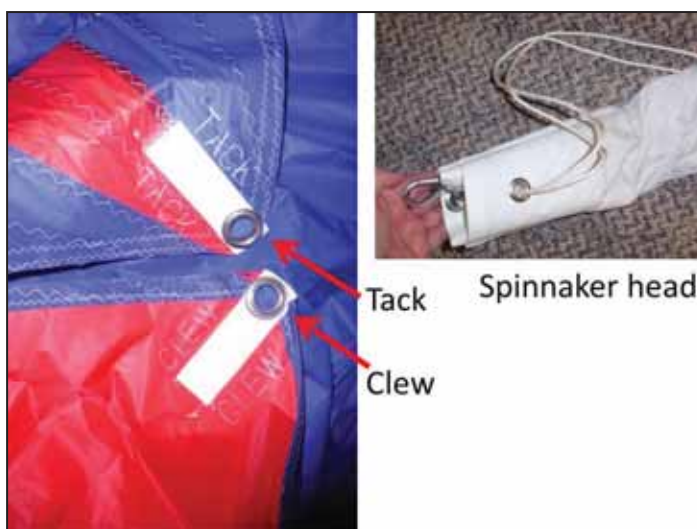
off the deck by tying it through the block's center hole and over the lowest lifeline (a reef knot works).

4. The sheets have snatch shackles on one end, and a plain bitter end. Take the bitter end and run the black (with red flecks) tack sheet through the tack block on the bow, starboard past the roller-furler, through the only open hole in the multi-rope fairlead on deck to starboard (staying below the genoa sheets), under the deck (there's a thin line tied in place which you use to draw the sheet through under the deck—put this line in a safe place to use again when you unrig the sail at the end of your charter), through the fairlead in the cockpit, through the rope clutch marked "Tack sheet" just forward of the starboard winch, tie a stop knot in the bitter end of the sheet, and pull the sheet through until the snatch shackle stops at the tack block on the bow.
5. Attach the snatch shackle of one grey spinnaker sheet to the starboard bow pulpit, then, from outside the life-lines, run the bitter end through the starboard sheet block and pull inboard, tie a stop knot in the bitter end, and pull the sheet through until it is stopped by the snatch shackle attached to the bow pulpit. *Never* allow the sheet to trail overboard in the water...it is long enough that it could easily drift under the boat and tangle the propeller. Coil or flake the excess rope neatly into the cockpit.
6. Repeat step 5 with the port spinnaker sheet.



Attaching the spinnaker to the halyard and sheets:

1. Carry the sail in its bag to the forward deck. The bag has two closure snaps (plastic) on wide straps; ignore them for the moment. It also has two thin straps on both ends of the bag with a metal ring on one and metal clip on the other that are used to secure the bag to the lifeline stanchions. Locate the thin straps and clip one pair around the forward-most stanchion to starboard, and the other pair around the next stanchion aft on the starboard side. The bag is now secured to the boat and must remain that way until the sail is removed below or off the boat.
2. Open the bag by undoing the two closure snaps. *Do not* remove the sail from the bag.
3. The blue and red sail is cocooned in a white sail sock. Locate the head of the sail, and the sail's tack and clew, each marked as such and (if the previous user put the

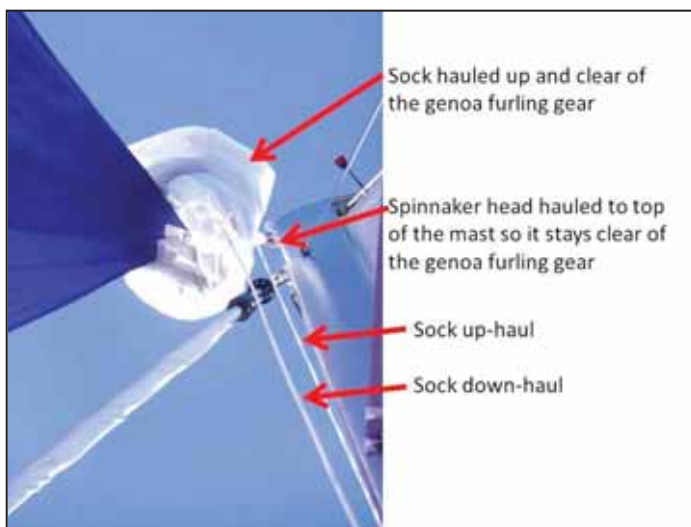


sail away as instructed) right inside the bag.

4. Locate the spinnaker halyard, usually attached to a starboard stay, slack the halyard from the clutch in the cockpit, undo the snatch shackle and bring it forward to the spinnaker; making sure the halyard is not snagged or wrapped around the radar, spreaders or rigging aloft. Using the snatch shackle, attach the halyard to the spinnaker head.
5. Slack the tack sheet by pulling the snatch shackle from the block on the bow eye, and using the snatch shackle attach the tack sheet to the tack grommet on the sail.
6. Slack each of the clew sheets in turn by undoing their snatch shackle from the bow pulpit and attach both to the clew grommet on the sail. *Do not* attach these snatch shackles to each other.

Setting the sail:

1. With the boat pointed well off the wind, on a broad or running reach, use the spinnaker halyard to haul the sail (in its sock) up and out of the bag. Have someone watch the sail going up to make sure it does not snag the radar, spreaders, rigging or roller furler. Take your time to haul it carefully and without snagging, until the head of the sail is just below the turning block at the top of the mast.
2. Haul in the tack sheet until there is about 4 feet of line between the turning block on the bow and the tack of the sail. The sail should be loose (not tight) between tack and the head. The tack tension can be adjusted later with different points of sail and wind strength. Leave enough slack on the tack sheet to keep the luff of the sail bowed...unlike a jib or genoa it should never be taught.
3. Lightly haul in the leeward spinnaker sheet and put 2-3 wraps around the leeward winch and into the self-tailing mechanism to clamp it on the winch. You are now ready to launch the sail by hoisting the sock.
4. Hoist the sock using the white line that runs from the head of the sail down to the deck. The sock will bundle up at the head of the sail. *Make sure* the sock does not snag on the roller furler mechanism at the top of the forestay; this is the most common cause of rips in the sock. Secure the sock hoist line on the cleat on the port side of the

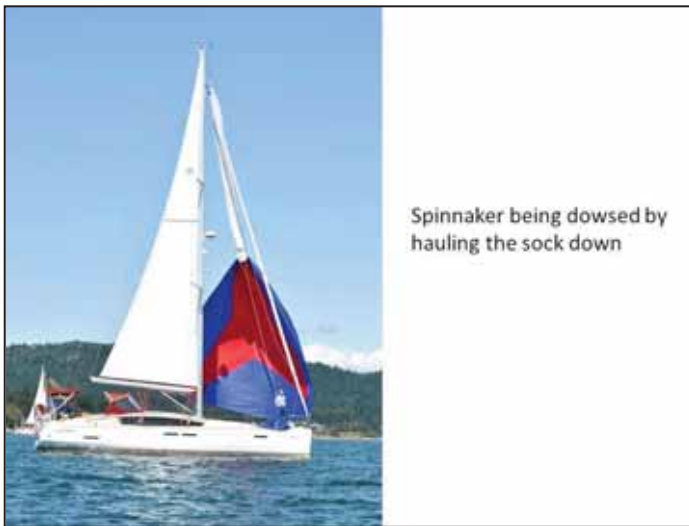


mast.

- As you hoist the sock, the sail will fill with air. Adjust the leeward sheet to match sail angle and shape to the wind angle and speed, in much the same way as you would the genoa. Adjust the tack sheet and leeward clew sheet tension using trial and error to optimize sail shape for maximum power. If the foot of the sail begins to curl, it is *too tight...slack it off immediately*. Watch your apparent wind angle carefully. Although the sail can be hauled in tight to sail closer to the wind than 80°...*don't do it!* The tension can tear the sail apart.

Dowsing the sail for jibing, lowering and furling the sail:

- To douse the sail before jibing or lowering it, uncleat the white sock hoist line, and pull on the downhaul side of it to bring the sock down over the sail, while at the same time, slacking the leeward spinnaker clew sheet (this takes two people, one on the sheet and one hauling the sock down).
- You can reduce the sail size (to furl it) by dowsing partially and cleating the sock haul line, to reduce power if the wind picks up. *Douse the spinnaker completely and switch to the genoa if the wind speed picks up above 10 kts.*
- To jibe, douse the sail completely, jibe the boat while handling the sail (in its sock) forward of the forestay around to the new leeward side of the boat. Follow points 3-5 above to set the sail again on the new leeward side of the boat.
- To lower the sail, douse the sail completely. With two (preferably) people on deck, a third person gradually lowers the sail using the halyard while deckhands fold the sail into the sail bag.
- Start by slacking the tack sheet, then lowering about 6 feet of the sail onto the deck,
 - gather the clew and tack together and place in one end of the bag where they can be reached first next time the sail is used,
 - then fold about 4 feet of sail into the bag from end to end,
 - lower the next 4 feet and fold into the bag in the opposite direction,
 - continue with 4 foot folds until the head of the sail is placed into the bag last.
 - make sure you can still easily find the clew and tack for the next time the sail is used.
- Remove the halyard and attach it to the starboard stay and haul in the slack.
- Remove the tack and clew sheets and attach them to the bow pulpit; pull the sheets tight into the cockpit where you keep them coiled neatly.
- Never allow the sheets to trail in the water overboard! They are long and could snag the propeller.*
- Close the sail bag with the two closure clips.



Spinnaker being doused by hauling the sock down

10. The sail can stay in the bag on the deck while not in use provided it is securely attached to the stanchions and provided the wind speed is moderate. In wave conditions, add tie downs between the bag and opposite stanchions (to port if the bag is on the starboard side) to prevent the bag slipping over the side.

Unrigging the blocks and sheets:

1. Before leaving the boat at the end of your charter, check whether the next guest has asked for the spinnaker. If not, it is your responsibility to unrig the blocks, sheets, and sail, and give them back to SJS staff in a state ready for use by another guest. If you lose or damage the sail, sock, sheets or blocks please report to SJS. Reverse the instructions for rigging, above, making sure you take precautions to not drop block parts overboard when you undo the pin.
2. *Important:* Before pulling the tack sheet out through the fairleads, attach one end of the thin line (you put it in a safe place to use again!) to the bitter end of the sheet and its opposite end to the fairlead in the cockpit, then pull it through under the deck, undo the thin line from the tack sheet and tie it to the fairlead on deck, as you found it. *Always* tie the thin line on the cockpit fairlead *before* pulling it through!

This sail cannot be tacked like the genoa; *only ever* jibe it, as described above. Practice setting and dowsing the sail in calm conditions with low wind (under 5 knots) until you are confident in your ability to handle this sail. It is very large, and extremely powerful. And a whole lot of fun to use when wind speed is low!

Shore Power AC Circuit Breaker

The main shore power breaker is located in the lazarette behind the port helm, near the shore power socket which is in the sheet locker beside it.

TIP: *Always* connect shore power when available and *always* charge the house batteries when connected by switching on the AC Plugs and Battery Charger switches on the electric panel above the nav table.

Connecting Shore Power

1. Connect shore power cord to AC outlet on boat.
2. Connect shore power cord to AC outlet at dock.
3. Turn on shore power switch at dock.
4. Turn on shore power breaker in the aft port lazarette locker.
5. Check that red AC power light is on below AC voltmeter at electric panel.
6. Turn on AC Plugs and Battery Charger switches on electric panel

Disconnecting Shore Power

1. Turn off AC Plugs and Battery Charger switches on electrical panel.
2. Turn off shore power breaker in the aft port lazarette locker.
3. Turn off shore power switch at dock.

4. Disconnect shore power cord to AC outlet at dock.
5. Disconnect shore power cord to AC outlet on boat.
6. Coil and store shore power cord in port cockpit locker.

Shower, Hot Water, and Shower Sump Pump

The shower head can be adjusted for height by sliding it up or down the chrome bar, but it is important to press the push button first. Forcing the head up or down without pressing this button will wear out the resistance gasket, and then it won't stay up at all!

Hot water is stored in the insulated tank. It takes about 30 minutes of running the engine under load to get the water hot. When on shore power, you can heat your water electrically by turning the "water heater" switch on the AC panel to the "on" position. It takes about an hour to heat the water electrically.

Caution: The engine heats water to scalding temperatures! So please *be careful!*

The shower "sump pump" is controlled by a toggle or button switch located on the washbasin stand. Press the button to void water from the shower stall. It runs a preset time, so you may have to press twice or more times. Running while dry is OK.

Experienced cruisers know the sailor's shower: get wet, turn off the water, soap up, rinse off. If the shower basin overflows, you're using too much water.

On warm, sunny days, an alternative to the below decks shower is the swim platform shower (with hot and cold water) located next to the swim ladder. This is also a good way to rinse off salt after swimming or dirt after going ashore.

Spares and Tools

It is our goal and hope that you will not need to make repairs during your trip. That being said, we have also provided a good selection of tools and spares in case you need them. *Sea's the Dream* is equipped with engine and general spares. They are located in plastic containers in the starboard seat locker of the dinette in the salon. Two boxes of tools are located in the next seat locker forward. Extra engine oil, engine coolant, and distilled battery water are located in the starboard cockpit locker.

If you have problems that you are not comfortable handling please call San Juan Sailing or our maintenance pro **Steve Pinley** at **360-303-6668**.

Stove, Oven and Microwave

The microwave runs on 110 volts and operates like any other microwave. When connected to shore power, with the AC circuit switched on at the electrical panel, you can use the microwave

as you would at home. However, when operating on battery power you should turn on the inverter, and start the engine and in neutral (press in the red button on the throttle) rev to about 1500 RPM to maintain the domestic batteries at above 12 volts while the microwave is on. After you have finished using the microwave, let the engine cool in idle for 2 minutes before shutting it down. And turn off the inverter at the electrical panel.

The gimbaled propane stove has two burners and an oven with a broiler. Propane is a hazardous gas, and requires caution. For your safety, please follow these procedures:

1. Open the valve at the propane tank all the way open. The tanks are located in the starboard lazarette aft of the helm.
2. Make sure all stove control knobs on the stove are in the "off" position.
3. Turn on the electric solenoid switch located on the forward edge of the galley wall. A green light will appear when on.
4. Push in the stove control knob 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.
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. No need to shut off the propane tank during the day.
6. 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. Since propane is a deadly gas, you'll sleep much better knowing you are safe! Then, the first one up in the morning can go out to the tank and turn it back on to start the water boiling for coffee!

If cooking underway, gimbale the stove by pushing the rod under the oven door to the right, so it is not inserted in the hole in the cabinet (forward). Then, if the boat heels, hot liquids and foods will not readily slide off the stove top. For added security, use the fiddles that hold the pots/pans on the burners. If you have something in the oven, please lock the oven door so the contents cannot slide out onto the galley sole (or someone's feet). A latching mechanism is located in the upper left of the oven door.

TIP: Never cook in high wave conditions or in strong, gusty winds. Food will definitely go flying!

When cooking at a dock or in a quiet anchorage, lock the stove in position by pushing the rod under the stove to the left and into the hole in the cabinet (forward). That way, if someone leans on the stove or grabs the oven handle, it won't tip and spill pot/pans on the cooktop.

Storage

Sea's the Dream has storage space in cupboards in each cabin and the salon. There is additional storage under the seats in the salon and under the floor boards in the bilge area. The bilge can get wet, so use waterproof plastic boxes to store items under the floor boards.

TIP: The compass for all the electronic instruments is located in the space below the forward seat of the dinette, beside the mast column. Be careful not to store anything ferrous or magnetic nearby.

Tables

Please do not sit on the tables or countertops

The **cockpit table** has drop leaves which can be raised to increase its size for dining. They are held down with magnets, so just pull up on the leaf on either side to raise the leaf, and then pull out the hinged support brackets until they click into place. To drop the leaf, press release levers on both sides of the support bracket and push the bracket down, followed by the leaf.

The **dinette table** in the salon can be opened to double its size for dining. Find the release chain below the table and pull gently, rotate the table clockwise by 90° and open the two leaves. Reverse the process to close. The table can be lowered and raised electrically using the switch located on the end of the galley sink counter inside the top cupboard. We leave boxed games of Scrabble and Yahtzee inside the dinette table.

The **navigation table** has two, fold-up lids on its surface. Navigation books, charts, and instruments can be stored in the space below.

Water Pressure and Tanks

Water pressure. The fresh “water pressure” switch is located on the electrical panel. It's okay to leave on while someone is below decks. But please turn “off” when motoring or sailing. You could burn out the domestic water pump should one of the tanks run dry as it tries in vain to pump water to build pressure (and you would not hear the pump running continuously over the sound of motoring or sailing).

Water tanks. *Sea's the Dream* has two water tanks, fore and aft. Tank-1 (forward) holds 87 gallons and tank-2, aft, holds 53 gallons. Selection valves are located behind the starboard dinette aft seat-back cushion in the main salon.

The water tank levels are indicated on the LCD screen on the electrical panel. When the tanks are full, use the bow tank first (Tank-1). With water tanks filled with water, *Sea's the Dream* is a little bow heavy. Depleting some of the water weight forward first brings the boat into balance. Use one tank at a time – do not leave both valves open.

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, shave or shower, you shouldn't need to refill too often.

We hope you enjoy your vacation aboard *Sea's the Dream!*

And don't forget to share your photos and fun on *Sea's the Dream's* Facebook page!

<http://www.facebook.com/SeastheDream>

Warm regards,

Rick and Chris Watson

