

Wave Dancer

Notes from the owners

Welcome aboard Wave Dancer! We hope you enjoy her as much as we do. We are immensely pleased with this fine boat, and have lovingly maintained her and equipped her with the quality of gear befitting her fine heritage ... to ensure your vacation and passage is as safe, comfortable and enjoyable as possible. You will find she sails beautifully and is very well balanced. She keeps her speed in light air and is very stable in heavy weather. Our favorite things about Wave Dancer are:

- *The dodger, bimini, and extra wind and spray curtains give great protection from the elements both at anchor and while sailing.*
- *The roomy cockpit and interior with an L-shaped galley allows the chef to face forward and join in the fun.*
- *The two staterooms allow for more privacy, and the dinette converts to a comfortable double bed if you require more room for guests!*
- *Both the main & jib are roller-furling and allow for easy single-handed sailing without leaving the cockpit.*
- *The very large "head" and shower area.*

For your benefit and convenience, we've compiled these notes and tips to make your cruise more enjoyable. The Puget Sound and San Juan islands offer up some of the most beautiful scenery in the country, abundant marine life, cozy anchorages and quaint towns. Feel free to leave a note for us and future charter guests in the guest log!

If you experience any difficulties during your passage, feel free to contact:

- *Maintenance Professional – ShipShape Professional Yacht Care – (360) 933-4656*
- *Owners – Joe Hoats – (360) 510-5677 cell – or Heather Tiszai – (360) 594-1307*
- *San Juan Sailing Owner – Roger Van Dyken – (360) 224-4300 cell*
- *San Juan Sailing Office – 360-671-4300 (closed Sundays)*

Happy Sailing and fair winds! We're delighted to share our sailboat with you!

Joe Hoats and Heather Tiszai
Owners

Wave Dancer's Spec's:

Year: 2000
LOA: 33' 6"
LWL: 28' 7"
Beam: 11' 8"
Draft: 6' 0"
Displacement: 11,300 lbs (dry)
Mast height above WL: 56' (with antenna)
Fuel: 30 gal.
Water: 75 gal. Hot water: 6 gal.
Holding: 30 gal.
Engine: 27 hp. Yanmar (3GM30)

Other useful measurements:

Refrigerator

- Main compartment 1' 6" W x 1' 10" x D 2' 1" H

Berth mattress sizes

- V-Berth 5' 8" L by 5' 10" W at head (24" at feet)

- Aft Berths 6' 10" L by 5' 2" W

- Port Salon Berth- 6' 00" L inboard, 5' 00" L
outboard, 4' 00" W

-Stbd Salon Berth- 6' 00" L, 18" W at foot.

Headroom: 6' 7" salon, v berth, aft cabin.

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Key to Markings: Throughout these notes we have use the following convention:

- *Italics* – used for headings.
- ALL CAPS – used for safety and operational warnings.
- Underlining – indicates the location of things.
- **bold** – indicates important knowledge or data.

1. *Emergencies:*

Fire – There are two ABC rated fire extinguishers onboard. One is located in the aft cabin above hanging locker, the other is under cabin stairs. If you have a fire at the stove turn off the LP Gas breaker at the electrical panel.

Hitting a Log, or Running Aground – In case of a log hit or running aground, immediately check for leaks in the bilge and then check for cracks in the fore and aft sections of the bilge where the keel attaches to the hull. Also check all keel bolts. Once you are sure no water is entering the hull contact **San Juan Sailing at 800-677-7245** and proceed to the nearest.

Leaks – First, get bilge pumps going, both manual and electric. Then determine the source of the water, check the prop shaft first and then the through-hulls. There is a diagram showing the location of the through hulls in the notebook. Get the crew on deck and into life jackets. There are wood plugs wired to each of the through hulls.

There are two bilge pumps. The manual bilge pump is located on the port side transom walk-thru. The handle is attached to the underside of the lid for the starboard cockpit locker. The electric bilge pump has an automatic float switch **but the lower left switch on the electrical panel can be used to power the main pump manually.**

Steering Failure – If the steering system fails there is an emergency tiller in the starboard cockpit locker. It fits on rudderpost which is accessed through the cap in the floor of the transom walk-thru.

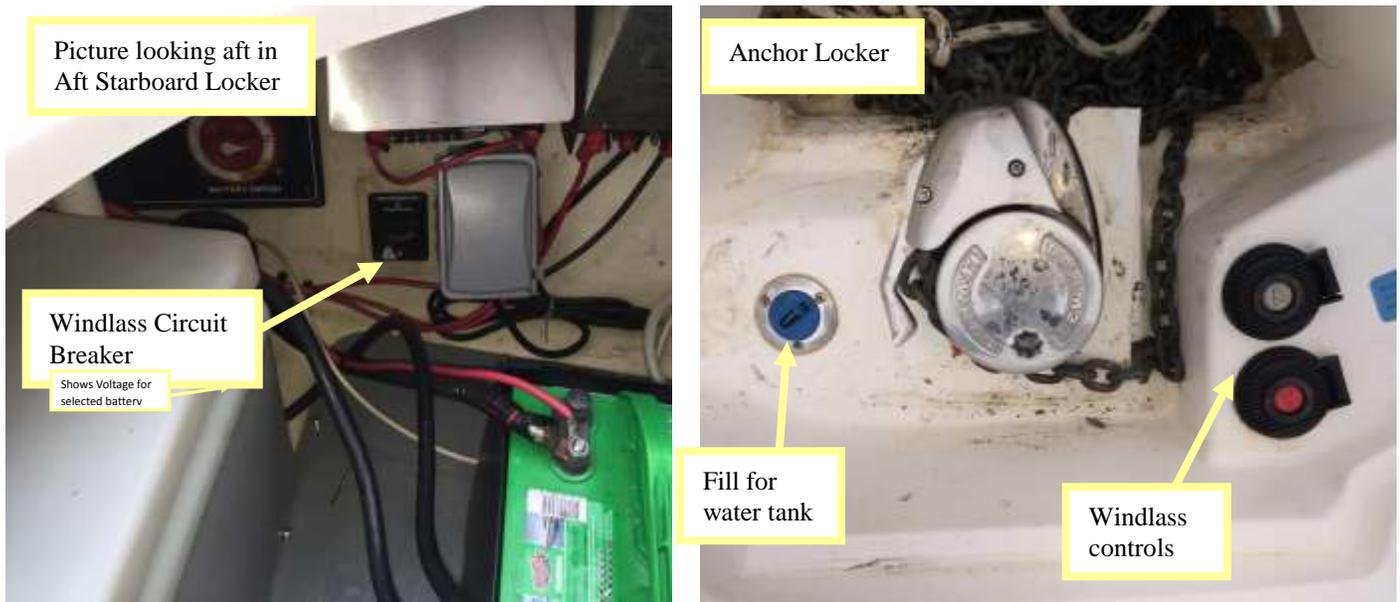
Safety Gear – Flares, horn, etc. are located starboard under seat cushion at NAV table. And the Radar Reflector is located in the starboard cockpit locker.

Spare Parts and Tools – Spare parts are located in the wet hanging locker at the aft wall of the head. Tools are located starboard under the seat cushions in the locker.

2. Anchors and Windlass: Wave Dancer is equipped with two anchors, one forward (35# Bruce with 100' of chain and 200' of rode) and a Danforth in the starboard swimstep locker along with 10' of chain and 250' of rode. The primary **anchor chain and rode is marked with a yellow wire tie at 10', red wire ties at every 25' on the chain, chain becomes rode at 100' and rode is marked with a black wire tie at every 25'.**

The scope normally used in the islands is 4 to 1, definitely not 7 to 1 (unless conditions call for it, i.e. sustained winds over 25 knots). Most of the anchorages are well protected and popular, so you will likely have someone anchored nearby. Most coves are 20' - 40' deep; so expect to pay out about 100'-175' of chain. After you have paid out the suitable amount of chain, 1-2 minutes of idle reverse sets the anchor. Also, the tides can change water depth up to 13 feet in our waters so be aware of where you are in the cycle when choosing an anchorage and deciding how much chain to put out. **Here is an easy formula for how much chain you need; add the water depth on sounder, plus any tide increase expected during the night, plus 4' (to account for the distance from sounder to roller on bow) and take that total and multiply by 4 (typical example would be 25' of water + 6' of tide increase + 4' = 35' x 4 = 140').**

The anchor windlass requires power from a switch on the navigation station control panel. There is also a separate circuit breaker located in the aft starboard cockpit lazarette on the inside transom wall (see photo). **Always operate the windlass while the engine is running or it will drain the engine starting battery.**



The up-down control buttons for the windlass are located inside the chain locker next to the windlass. **Note: on Wave Dancer's windlass there is a failsafe pawl which is engaged with a small red handle (pawl is engaged if handle is in horizontal position and disengaged if handle is in the vertical position). The pawl must be disengaged (handle in vertical position) for the anchor to be deployed. It can be engaged when the anchor is set to act as a back up to the snubber or cleat (if more than 100' is deployed).**

Detailed operating instructions are listed bellow:

Lowering the anchor:

- a. Turn on the switch for the windlass (main panel).
- b. Untie the line holding the anchor in place (this line doubles as the snubber).
- c. **Please lower the anchor by hand for the first 5-6 ft. so it does not swing into the bow.**
- d. Lower the anchor until the needed rode is paid out.
- e. Secure the rode on one of the forward cleats.

- f. Set the anchor by reversing at 800 RPM for 1-2 minutes, **DO NOT go above 1000 RMP.**
- g. Turn off the windlass switch and, if appropriate, turn on the anchor light.

Raising the anchor:

- a. Start the engine.
- b. Turn on the windlass switch and, if needed, turn off the anchor light.
- c. When retrieving the anchor, never use the windlass to pull the boat; instead, slowly power toward the anchor while using the windlass to take up the slack. Also, if the anchor is really stuck in the mud you will hear the windlass slow under the load. Immediately stop the windlass and drive the boat forward to free the anchor.
- d. **Once the anchor is out of the water, please bring onto the boat by hand.** Please do not pull the anchor up onto the rollers using the power of the windlass, doing so will likely chip the fiberglass as the anchor swings into the bow.
- e. Secure the anchor with the snubber.
- f. Turn off the windlass switch.

Stern Ties: There are times when adding a stern tie to shore will be handy, especially in Desolation Sound. Wave Dancer has **600' of line on a spool stored in the aft port cockpit.** We use the mop handle to mount the spool in the transom walk-through so the line can easily be deployed and recovered. The recovered line is usually very wet so we leave the spool sitting on end in the walk-through for a couple hours to dry before we put it away.

3. *Barbecue:* The stainless steel propane barbecue sits on the stern rail. Use the hose in the propane locker (port side of swim step) to connect the propane to the BBQ. It's a simple connection. Before lighting the bar-b-que, rotate it toward the aft exit...away from the GPS antenna. Please remember to turn off the valve to the BBQ and the propane tank after use and place the hose back into the locker. Also, as a courtesy to the next guest, please use the wire brush wired onto the BBQ to clean it after use. Since the BBQ runs from its own tank the solenoid switch on the main panel does NOT need to be on to run the BBQ.



4. *Batteries:* Two battery banks are located in the rear starboard under-seat lazarette. #1 is a 12 volt for starting the engine. Bank #3 is two 6-volt house batteries. Wave dancer is equipped with a no touch blue sea link battery management system. Battery voltage can be checked at the NAV Station (see picture).

- Indicator 1: Shows start bank voltage.
- Indicator 2: Not used - ignore.
- Indicator 3: Shows house bank voltage.

The banks are isolated so there is no need to change the battery switch.

If the house bank gets below 12 volts please run the engine for a couple hours to charge them.



5. Berths: Our boat sleeps 6; 2 in the private cabin forward, 2 in the aft cabin and 2 in the main salon. The table adjusts to sleeping position by lifting up from below...there's a metal bar that you pull out to drop the table.

6. Cabin Heat: Wave Dancer a Webasto 3500 forced air furnace which is diesel fueled. The thermostat is located on the aft wall of the nav station (see picture). Simply turn on the switch on the thermostat and set the temperature you want. **There is a 2-3 minute delay from when you turn it on to when you will hear the fan running.**

When the furnace is running you may notice a clicking noise, this is the electric fuel pump pulling from the main diesel tank. Also, we do not recommend running the furnace all night (although it is doable) as its draw on the batteries is sizable. It is also fairly noisy, especially from outside the boat, so your neighbors will appreciate it being off most of the night. The heat is dry, comfortable, and on those occasional rainy days or cool evenings, makes a huge difference in cruising comfort!



7. Dinghy and Outboard: The new West Marine dinghy with V keel and solid bottom is stable, rows well, and tows with the least drag if brought close to the boat – about a foot off the stern. This lifts the dinghy bow, reduces drag, and guarantees you won't accidentally wrap the painter around the propeller when you back up! We tie the painter off twice – a cleat tie close and the bitter end we tie onto the stern rail. Others have lost the dinghy when their cleat tie slipped loose.

As owners, we would very much appreciate your special care when beaching the dinghy. Beaches in the San Juans are seldom gentle, sandy beaches; they are usually rocky and covered by barnacles equipped with extra sharp rubber cutters. Here's what works best: launch a person off the dinghy bow as you approach shore; then offload everyone over the bow. Lift the dinghy above barnacle height and deposit it gently on the beach. We also secure the painter under a rock or to a log – a rising tide can leave you high, dry and dinghyless!

The outboard has a four stroke engines, so do not add oil to the gasoline mixture – it uses straight gasoline. San Juan Sailing will be sure you have a full gas can, which is normally in the dinghy. **Also please do not cruise with the outboards on the dinghy as a large wake or gust of wind can overturn the dinghy.**

The combination for the Honda's padlock is 1776.

Honda 2.3 hp Operating Instructions:

Starting the Outboard:

- a. Push the fuel valve lever (starboard aft corner of the outboard) aft to open.
- b. Pull out the choke switch (starboard forward corner of the outboard).
- c. Open the air vent on the top of the fuel cap by turning counter-clockwise.
- d. 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).
- e. Turn the handle throttle ¼ turn counter-clockwise.
- f. Pull the cord until it starts (you shouldn't have to pull it more than 5 times).
- g. 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:

- a. 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.
- b. 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.
- c. To put the outboard shaft back in the water, release the stainless steel lever on the starboard side of the shaft.
- d. Put the outboard back on the outboard mount on the stern rail and tighten both braces.
- a. Push the fuel valve lever forward to close and close the air vent on top of the fuel cap.

Troubleshooting:

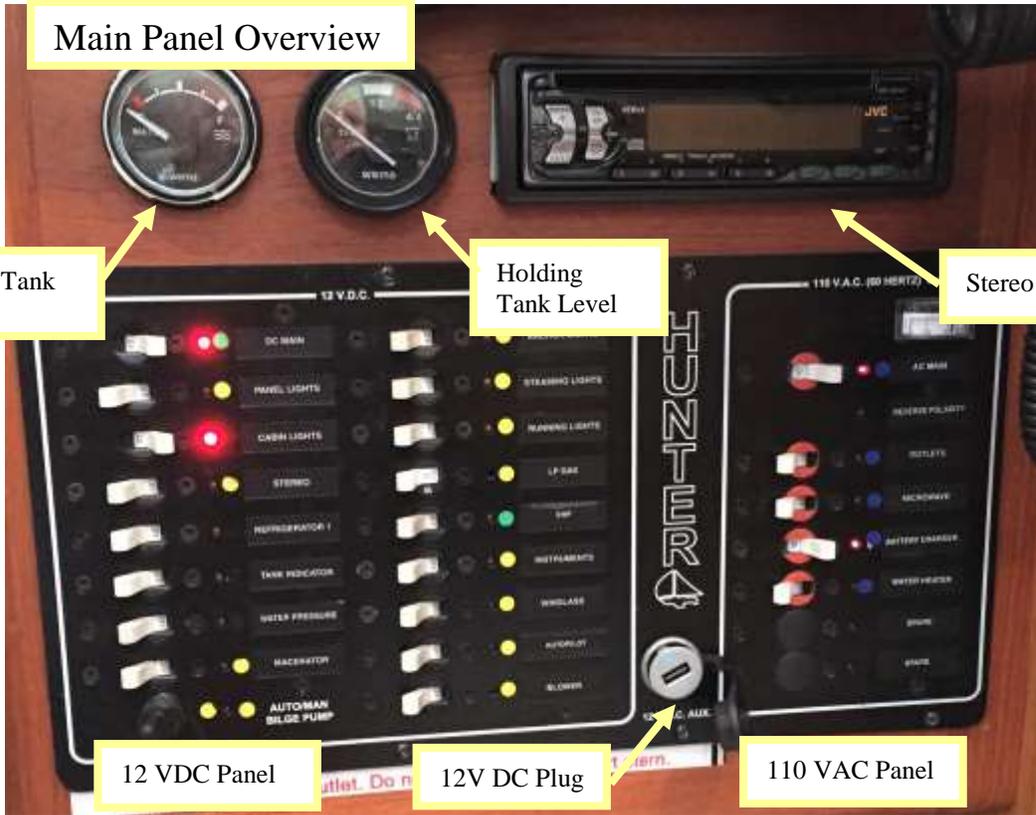
If the engine won't start, review steps 1-6 above to make sure you've done all 6 steps. There is a spare spark plug and spark plug wrench in with the safety equipment in case you need them. If the outboard is running and you're heading toward shore, and the engine suddenly quits, it's usually that someone 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).

8. Docking and Boat Handling: Wave Dancer is light on her feet (turns in a short radius) and, like most sailboats, carries momentum well. We find it is helpful for the person handling the lines to take a line from the mid-ship cleat, this allows them to pull the boat to the dock without 'losing' the stern. The other important issue is prop-walk – **Wave Dancer has some walk to port, but it is not pronounced.** Just so you know, most marinas in the islands will help you if you ask for assistance. Asking for docking assistance, especially in windy conditions or with an inexperienced crew is a sign of prudent seamanship.

9. Dodger & Bimini: As with all dodgers, please be gentle. If the glass becomes spotted with salt please get a pot of fresh water from the galley sink and "flood" the salt crystals off the plastic. Our dodger has some very handy rails on the back and sides that make staying upright and onboard easier. The connector canvas between the dodger and bimini can be removed by unzipping it. When you remove it please fold and store it so the windows do not crease.

10. Electrical Panels: The electrical panels on Wave Dancer are straightforward and clearly marked. When you leave the boat at the end of your trip the only 12V breakers that need to be left on are the DC Main and Refrigeration. On the 110V panel please leave the Battery Charger breaker on. We have included pictures below so you can get familiar with the system.

Main Panel Overview



Water Tank Level

Holding Tank Level

Stereo

12 VDC Panel

12V DC Plug

110 VAC Panel

Left Side of 12 VDC Panel



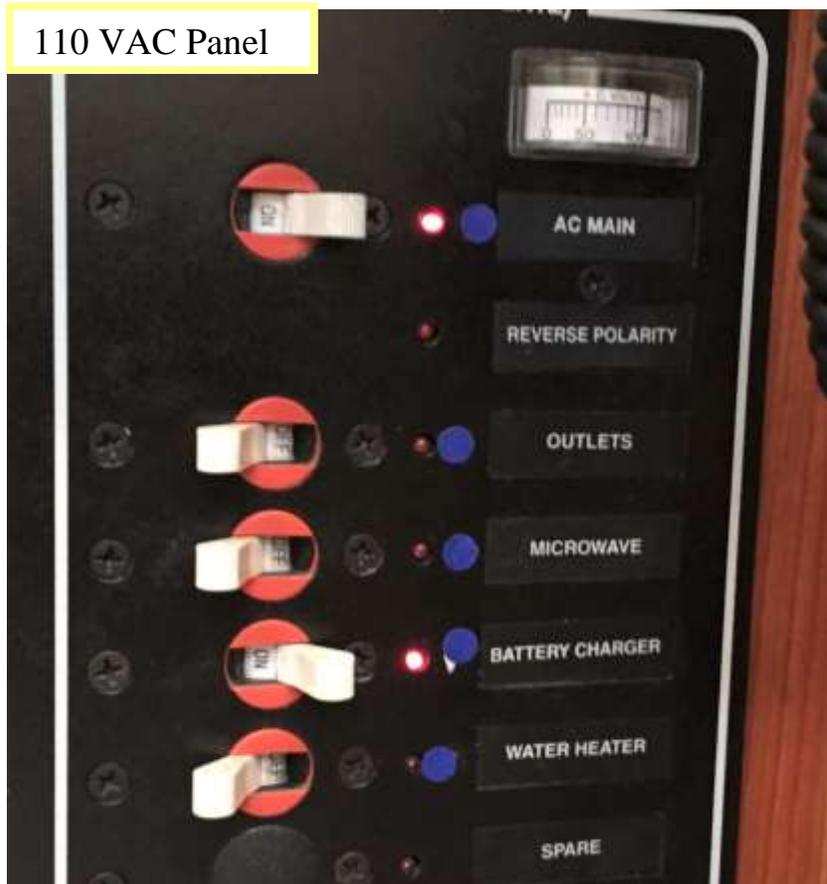
Powers tank level gauges above panel

Beaker only – push-button switch to right

Right Side of 12 VDC Panel



AC Power - Items connected to the AC Panel (microwave, outlets and water heater) will require shore power to work as there is not large inverter onboard. However, there is a small inverter in the V-berth (Stbd side) which is normally used to power the TV and DVD player. You can also use it power small items such as phone chargers. **No hair dryers please.**



11. Electronics/Instruments:

All electronics are activated by the Instrument and Autopilot breakers on the panel left side of the panel. The depth sounder is on the same circuit breaker as the autopilot. The VHF radio has its own breaker.

Chart Plotter/Radar – We have a large-screen color chart plotter installed at the helm which is integrated with the radar. The Instrument breaker must be on at the electrical panel power the unit. Then press the red power button at the unit. It will default to the chart plotter screen. Then press “Find Ship” soft key to display the ship’s position on the screen (usually accurate to within a few feet of your true position). By pushing the “Page” button, you can select the radar display or a split-screen with chart plotter and radar. The manuals for the chart plotter, radar and other instruments are in starboard forward salon locker in waterproof bag.



To turn on the radar press the red button in the lower left corner once. This will bring up a menu on the bottom of the screen with two options on the left side: Radar and Scanner, see simulation below:

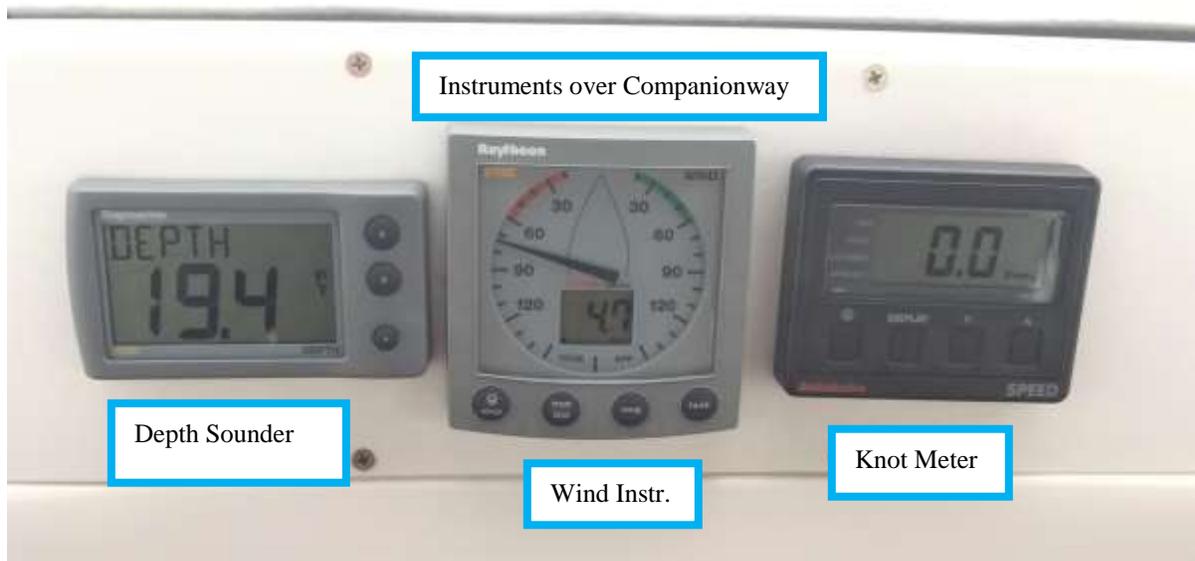
RADAR SCANNER
TX STDBY ON OFF

The scanner needs to be on before the radar will work so if Off is highlighted press the button below Scanner once (if On is highlighted skip this step). **The scanner takes about 70 seconds to warm up so it will look like nothing is happening – be patient.** Once the scanner is on the Radar option will be available – press the button below it to start transmitting. If you want to stop transmitting push the button below Radar once more to go to standby mode. If you are done with the radar for the day push the button below Scanner to turn it off. Please note this process also takes over a minute. When not using the radar it is recommended to be “standby” as it uses a fair amount of power when active.

We recommend your PRIMARY navigation tool should be the Maptech waterproof chart book or paper charts (with the most active “killer rocks” marked in red). **The best way to stay off the rocks is by knowing where you are at all times.** And the primary role of the chart plotter is to verify you are where you think you are. It can also be used to zoom in to get more detail.

You should have little need of the radar except for the highly unlikely event that you are suddenly enveloped by fog, which is rare in this area. The fog that we’ve encountered in the islands usually forms in the wee 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. Please remember that SJS contracts do not permit night or restricted visibility sailing. However, you can practice by watching the radar screen and see what’s actually happening around you to develop a familiarity with what it looks like. It’s good to have a sense for how things work in case the fog rolls in while you are underway.

Autopilot - Engaging the Autopilot is two-step process, first the Auto button on the controller needs to be pushed and second the small lever at the bottom of the black ring inside the wheel needs to be flipped to mechanically connect things (see picture 2 pages down). **Please remember to stay situationally aware while using the autopilot, it cannot see logs, rocks or other boats.**



Depth Sounder – The digital depth sounder 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, when you are in deep water false readings caused by currents, changes in water temperature, fish, etc. are common. These false reading often report very shallow water, so knowing you are in deep water will help prevent heart attacks. Also, if the word DEPTH is blinking on and off it means the unit is not getting a return signal (i.e. you are in very deep water). The depth showing on the sounder is being measured from the transducer (about 12” under true water level) so the water under the

boat is really a bit deeper than the reading. But, we strongly recommend leaving 10-12 feet of water under the boat.

We do not recommend using the alarm. Experience in the islands tells us that it goes off at the wrong time – usually the middle of the night as a seal or fish passes underneath.

Knot Meter – If the digital knot meter shows a reading of “0.00” while underway, the impeller is most likely clogged. Sometimes it will clear its self; wakes from big powerboats are good for this. You can also try clearing it by traveling in reverse. The instrument transponders are under the forward end of the salon just port of the mast. You can remove the impeller to clear it but only if you are experienced in such things. If needed, the SOG (speed over ground) reading on the chart plotter will work as a standby knot meter.

Wind Instruments – Wind speed and direction are displayed and pressing the True/App button switches between True and Apparent wind readings.

VHF Radio – Wave Dancer’s radio is located in the cockpit for easy use while underway. **We recommend that you monitor Channel 16 during your cruise.** It is reserved for emergencies and boat-to-boat initial contact. After contact, move to a working channel (68, 69, 72, 74 or 78). We listen to weather channels 1, 2, 3, 4 or 8 (whichever gives the best reception) before we sail in the morning and prior to anchoring for the evening. The islands are generally a light wind region but weather changes can be sudden. Listen for the reports identified as “Northern Inland Waters” for the San Juan Islands. **San Juan Sailing monitors channel 80** during office hours.



Stereo – We have installed a good quality car stereo/CD player on the electrical panel and with speakers in the cabin and cockpit. Please be aware of other boats when you are in harbor and adjust the fader so that the cockpit speakers are turned off when not in use.

TV/DVD Player – We have an TV DVD player onboard for your enjoyment. You will need the inverter (located on Stbd side of V-berth) on to use them, unless you are hooked to shore power. The remote control is normally stored by inverter and DVD player.

12. Engine and Operating Under Power: We have found the **27 HP Yanmar engine** to be very reliable. **Cruising should be done at engine RPMs of 2100 to 2500.** The following table gives approximate cruising information:

RPM's	Boat Speed	Fuel Consumption	Range
2100	5.6 Knots	Approx. 0.45 gal/hr	280 Naut. Mi.
2300	5.8 Knots	Approx. 0.5 gal/hr	260 Naut. Mi.
2500	6.0 Knots	Approx. 0.6 gal/hr	225 Naut. Mi.

The ranges listed assume a 25% reserve in the 30gal fuel tank. We find pushing the engine beyond 2500 RPM does little good, as boat speed does not increase much.

Starting:

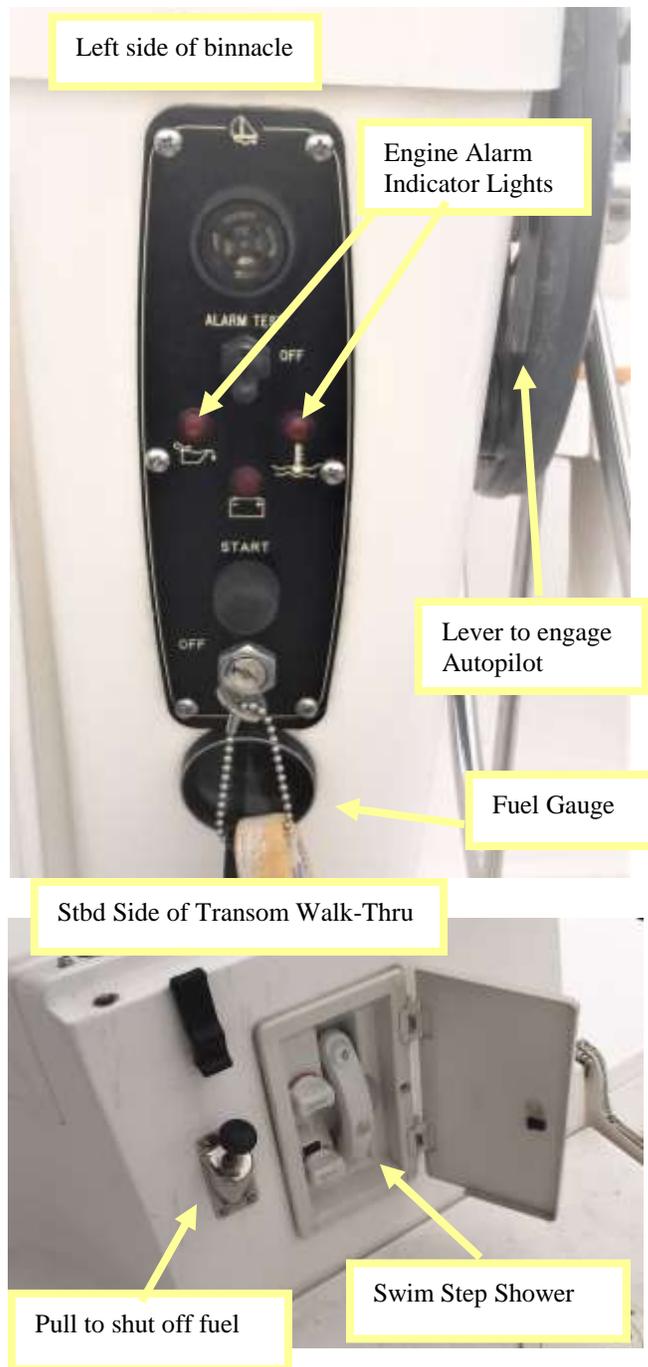
- a. Please visually inspect the engine compartment daily, if there is no oil or liquid under the engine you are good to go. **All boats in San Juan's fleet have the engines checked by a mechanic on every turnaround, so there really is no need to check the oil level unless you are out for more than one week.**
- b. Make sure the gearshift is in neutral (vertical), pull out on the shift handle (which disengages the shifter), then push forward until you feel it engage the throttle a bit.
- c. Turn on the key on the engine panel and push the start button.
- d. After she starts, check for water flowing out the exhaust.
- e. **There is no need to warm up the engine** as getting off the dock (or anchor) and leaving the harbor will do this. If you have been sailing and are switching to engine power starting before you furl will be plenty of warmup.
- f. When you are ready to go, return throttle lever to the upright position and move back to inboard position. Lift the top of the lever and move handle forward for forward gear or reverse for reverse gear.

Engine Alarms – If the buzzer sounds while the engine is running first look at the engine panel to see if it is overheating or low oil pressure causing the alarm. If oil pressure immediately shutdown the engine. If it is overheating, check to see if cooling water is flowing out the exhaust before shutting down. Overheating is the most likely cause for the buzzer. It is worth checking on the oil level, coolant level and raw water strainer. If you see something obvious and can fix it great, if not please call one of the numbers on the first page.

Engine Shutdown – First make sure the engine is at idle and the gearshift in neutral. Then pull the fuel shut-off located behind the wheel, stbd side of transom walk-thru for about 2 seconds.

13. Fuel Tank: The **fuel tank holds 30 gallons** and in the port aft cockpit locker. The fuel gauge is located below the engine panel (see picture above). **Fuel gauges on boats have a tendency to stick and show more fuel than may actually be there.** So, it a good idea to note the engine hours (on tach) when you leave or last filled and then fill up when you have run the engine for 30-40 hrs.

The deck fitting for the tank filling is on the starboard aft side and the vent is in the same area. **When filling the tank listen closely and stop as soon as you hear fuel coming up the fill pipe.** It will foam out the vent if you go further. If fuel spills on the deck please wash-up with soap as it yellows the fiberglass.



14. Head and Holding Tank: Please do not put anything in the toilet that has not been eaten. Experienced sailors deposit toilet paper in a wastebasket, not down the toilet because paper tends to clog the system. The 30 gal. holding tank is located in the starboard aft cockpit locker and thru-hull valve is in the stbd swim step locker.

There is a level gauge for the holding tank above the main panel. Don't wait until it is full to pump out. To operate the macerator open the thru-hull and turn on the breaker on the panel. Then push the button on the aft wall of the Nav station next to the furnace controller (see picture under Cabin Heat).

15. Refrigerator: The on/off switch is on the panel and the thermostat is in frig near the top (see picture). We usually keep the thermostat set at 3. Any higher and things start to freeze. Also, we normally turn the unit off at night to save battery power. We find that our ice lasts several days if we put the ice inside the coils. If you have anything you want to keep frozen near the coils is best.



16. Repairs (Tools & Spares): Spare parts are located in the wet hanging locker at the aft wall of the head. Tools are located starboard under the seat cushions in the locker.

17. Sails and Rigging:

Mainsail – Unlike a standard main, it is best to have wind in a furling main when deploying, similar to deploying a furling jib. The wind adds even pressure all the way up the mast and helps the sail deploy. This even works going down wind (in moderate winds, up to about 15 knots).

The mainsail is easily unfurled by pulling the white line marked "outhaul" on its spin lock handle. Open both the spinlocks marked "outhaul" and "inhaul" (of which there are two). Make sure the lever on the furling drum at the mast is set to "Free" for unfurling the sail. Pull the line marked "outhaul" until you are happy with the sail position. We suggest that if you think you may have to reef the main while sailing go ahead and change the lever on the furling drum to "Ratchet". When reefed this setting will stop the mainsail from pulling back out under the load of higher winds.

When furling in the main keeping a little tension on the outhaul (keeping a little air in the sail also helps) will help ensure a tight wrap on the main furler. Do not furl sail past the black tape on the boom (about 2' from mast). This will ensure that you do not accidentally furl the white sun cover into the mast, causing the sail to stick when unfurling next time. If you do accidentally furl part of the sun cover you may have to go on deck and pull outhaul by hand to get sail started next time you unfurl the sail.

The main can be furlled if needed at the mast, by using a winch handle on the furling drum (located just below the boom, on the mast). **Caution: Do not use the winch under the dodger to assist with pulling the sail in or out.**

Headsail - The jib is on a roller furling. It has good sail shape at the full out position. During periods of heavier winds, furl the headsail as desired. Boat heel will be greatly reduced when sailing under reefed main and partially furled headsail in winds over 20 knots. **Please note that slight tension on the roller furling line when deploying the headsail, and on the sheets when furling, prevents problems from either a rat's nest on the drum or "candy striping" of the furled sail.**

18. Sailing Characteristics: Wave Dancer is a delight to sail. Her sloop rig makes for easy sail handling, and gives a variety of options for various weather conditions. Her all around perfect breeze is 10 to 15 knots, heel at 20 to 30 degrees. Full sails can easily be carried in winds to 15 knots. Above that, partially furl the jib and main. When sailing please place shifter in neutral.

19. Showers: Experienced cruisers know the sailor's shower: get wet, turn it off, soap up, rinse off. **CAUTION: THE ENGINE CAN HEAT THE WATER TO SCALDING TEMPERATURES!**

There is also a shower fixture back at the swim platform located on the stbd side of the transom walk-thru. This is useful for washing off shoes after returning from the beach.

20. Stove: The gimballed propane stove has two burners and an oven. Propane is heavier than air and requires caution. For your safety, please follow these procedures:

- Make sure all stove controls are in the “off” position. As with the BBQ, having the stove valves open when the solenoid is opened will cause the safety system to kick in. This will severely limit the flow to the stove. If this happens close all the valves, including the one on top of the tank. Then open the tank valve, then the solenoid and finally open the valves at the stove.
- Turn on the LP Gas breaker on the main panel AND the solenoid switch located in the galley under the counter edge to your right if you are facing the sink.
- Light a match or the butane lighter and push in the stove knob and turn to high. The burners will take a while to light on the first use. When the flame lights, hold in the knob for about 3 seconds to allow the thermocouple to sense the flame.
- When you are finished with the stove, immediately turn the solenoid switch and breaker off.

To light the oven you will need to push in and turn the “oven” control knob on the front of the stove. Then put your butane lighter through one of the two holes in the bottom metal “floor” of the oven. You should hear the burner ignite (and see through the hole). If you have trouble lighting it, remove the metal floor/bottom of the oven, exposing the U-shape oven burner. You’ll easily be able to light it when exposed. Replace the metal floor/bottom after it is lit.

Please note that both propane tanks are located in the propane locker in the aft port side swim step locker, which is vented and isolated from the rest of the boat. That way, any leaks will be vented away from the boat. San Juan Sailing’s staff fills the propane tanks every 3 weeks. One tank normally lasts 6 weeks or more.

21. Water:

Water pressure – The **water tank holds 75 gal.** and is located under the V-berth. The deck fill fitting is in the anchor locker, just port of the windlass (see picture under Anchoring). The water pressure switch is located on the electrical panel. Please switch this off when motoring or sailing. You could burn out the water pump if the tank runs dry (and you would not hear the pump running over the sounds of motoring or sailing).

Water Heater – The water is heated automatically when the engine runs under load (it takes about 45 minutes), running it at idle in the morning doesn’t work, sorry. **CAUTION: THE ENGINE CAN HEAT THE WATER TO SCALDING TEMPERATURES!** The **hot water tank holds 6 gallons**, so use it wisely. It can also be heated electrically when shore power is available. The switch is located on the 110 V panel.

In closing:

We have continually improved Wave Dancer for our own and your enjoyment. Her sailing ability, both in light air and in a blow, her very comfortable cockpit, her ample storage, roominess below, and just the generally cozy feeling we get when aboard. We earnestly solicit any suggestions for further improvements and hope you enjoy her as much as we do.

Thank you in advance for taking special care of her! We’re delighted to have you as our guests!