

# Contents

Rev 1.1.11

<b>Welcome Aboard</b>	-----	<b>2</b>
<b>Specifications</b>	-----	<b>3</b>
<b>Safety Equipment and Location</b>	-----	<b>4</b>
<b>Pre-Departure / Departure Checklist</b>	-----	<b>5</b>
<b>Engine Operation Speed</b>	-----	<b>6</b>
<b>Approach and Docking</b>	-----	<b>6</b>
<b>Stopping the Engines</b>	-----	<b>7</b>
<b>At the Dock</b>	-----	<b>7</b>
<b>Fueling</b>	-----	<b>7</b>
<b>Holding Tank Pump out</b>	-----	<b>8</b>
<b>Anchor and Windlass</b>	-----	<b>8</b>
<b>Generator Operation</b>	-----	<b>11</b>
<b>Inverter Operation</b>	-----	<b>11</b>
<b>Barbecue Operation</b>	-----	<b>12</b>
<b>Dinghy Information</b>	-----	<b>13</b>
<b>Water Tanks</b>	-----	<b>13</b>
<b>Hot Water</b>	-----	<b>13</b>
<b>Cabin Heat</b>	-----	<b>13</b>
<b>Stereo Operation</b>	-----	<b>14</b>
<b>Heads and “Y” Valves</b>	-----	<b>15</b>
<b>Showers and Drains</b>	-----	<b>15</b>
<b>Ice Maker</b>	-----	<b>15</b>
<b>Refrigeration</b>	-----	<b>15</b>
<b>Stove / Oven and Crab Cooking</b>	-----	<b>16</b>
<b>Waste Water System</b>	-----	<b>17</b>
<b>Fresh Water Diagram</b>	-----	<b>18</b>
<b>Bilge Pump and Thru Hull Diagram</b>	-----	<b>19</b>
<b>Fuel Supply Diagram</b>	-----	<b>20</b>
<b>What is it / Where is it ?</b>	-----	<b>21</b>
<b>Dinghy Operation Details</b>	-----	<b>22</b>
<b>Removable dinghy operation details</b>	-----	<b>Back Cover Pocket</b>

## **WELCOME ABOARD “Grand Marnier”**

**Please take the time to read, understand and reference when needed.**

**“Grand Marnier”** is a 42-ft Aft cabin style, motor yacht with two heads and showers. She comfortably accommodates four adults in two cabins.

The Galley is equipped with a safe & clean electric stove with oven, microwave oven, refrigerator with freezer, toaster and electric coffee maker. In the Salon can be found a TV, DVD Player, AM/FM stereo with cassette and multiple CD changer. Both heads are fitted with quiet flush fresh water toilets. The Flybridge is the location of the main VHF radio, radar, GPS with plotter and secondary depth sounder. Both helm stations have primary depth sounders, full controls and compasses. The Sun Deck has a sink with Hot and Cold water, icemaker / refrigerator, crab ring, BBQ, cushions for sunning on the bow and a 162-qt cooler. All areas below deck are heated by a diesel fired forced air furnace.

This abbreviated manual contains most information necessary for normal operations. For all systems, there are detailed equipment manuals in the bookcase located at the Aft Port corner of the Salon. Should you remove any of this information for further in depth study, please return them to their appropriate storage locations after use.

We truly wish you a pleasant and joyful trip and ask that you care for “Grand Marnier” as if she were your own. Additionally, please make note of any items that may need attention or repair and feel free to make suggestions for improvements.

**“Grand Marnier” has a minimum 4-ft draft & requires 48 feet of dock space.**

**Please note that “Grand Marnier” is a non-smoking vessel.**

**Specifications:**

Hull ID Number	BZU42108F990
Documentation Number	1024429
VHF Call Number	WDA6236

---

LOA	42 ft (Minimum 48 ft of dock required)
LWL	38 ft 6 in
Beam	14 ft 8 in
Draft	4 ft
Displacement	33,000 lbs.
Engines	( 2 ) Cummins Diesels @ 250 hp each
Propellers	( 2 ) 24 inch Bronze 3 blade
Shafts	( 2 ) 2 inch Stainless Steel
Fuel Capacity	550 gal ( 2 ) 250-gal side tanks ( 1 ) 50-gal center tank
Water Capacity	260 gal ( 1 ) 150-gal Aft tank ( 1 ) 90-gal Forward tank ( 1 ) 20-gal hot water heater
Waste Holding Tank	50 gal ( 1 ) tank under Galley floor
Generator	Onan 8 kW
Inverter	2500 watt Heart
Engine Oil	Delo 400 15-40 wt
Transmission Oil	Delo 400 30 wt
Primary Anchor	45 lb stainless steel CQR w / 280' of chain
Emergency Anchor	35 lb CQR w/ 150' of chain
Cruising Speed (comfortable & economical)	7 - 10 Knots @ 1400 - 1800 RPM

### **Safety Equipment and Location**

- Primary Anchor 45 lb. stainless steel CQR with 280' of 3/8 chain  
Bow pulpit & chain locker
- Emergency Anchor 35 lb. CQR under Forward berth,  
with 150' of 5/16 chain in the Aft cabin-Starboard locker
- Flashlights Under bottom step leading from Salon to Aft deck
- Fire Extinguishers One located in Forward cabin  
One located in Dinette  
One located in Salon near bookcase, Aft Salon-Port side  
One located Aft cabin, in first cabinet Port Side – as marked  
One located Aft deck, Port side of steps to Flybridge  
Two automatic discharge in Engine room
- First Aid Kit Under bottom step leading from Salon to Aft deck
- Ship's Bell Under step, lower helm on Starboard side  
Mount for use is on the Flybridge, Aft Starboard side
- Life Preservers 7 adult & 2 child, located on the Flybridge, Aft Starboard side
- Life Ring Aft deck, Port side rail with 75 ft of throw line
- Flares Under bottom step leading from Salon to Aft deck
- Wooden Plugs Primaries located near each underwater thru hull  
Spares Under bottom step leading from Salon to Aft deck
- VHF Radio One Located on Flybridge, One Located at Lower Helm with  
remote for Lower Helm radio located on Flybridge

## **PRE-DEPARTURE / DEPARTURE CHECK LIST:**

The following items should be checked prior to departure:

1. Normal systems integrity, including sea-strainers clear and raw water seacocks open, oil levels normal, DC engine start voltage above 12v DC and coolant levels at appropriate level.
2. Relevant windows and doors closed. Aft Salon door should be closed during engine warm up to prevent fumes from accumulating in the Salon.
3. All gear secured /stowed to prevent shifting or falling while under way.
4. Unnecessary electrical systems turned OFF and appropriate underway switches and navigation aids turned ON as required.
5. Start engines early to ensure that a minimum of 5 minutes warm up time occurs, which is necessary to minimize wear and ensure reliable shifting of gears. Operate Engine room blowers if you like but **REMEMBER** to turn them **OFF**. Place the shifters in neutral and throttles to idle. Turn key switches to ON position at lower helm panel. Press the start buttons one at a time to start the engines. Each engine should start almost immediately; however, do not crank the engine more than 15 seconds at any one time. Wait at least 15 seconds before re-engaging the starter. Allow engines to idle at about 900 RPM's or slightly higher to a smooth idle. Check for oil pressure rise and silencing of the warning buzzers. **Check water flow from each exhaust, every time.**
6. Disconnect from shore power by first turning off the breaker on the boat electrical panel and then at the dock connection. Disconnect cord from dock power outlet and then disconnect the cord from the Starboard boat connection. Please instruct crew in this procedure. Not everyone is aware or familiar with locking tangs, power breakers dockside or the bezel ring attachments on the fittings. Store the power cord under the Flybridge seat on the Starboard side.
7. Check to see the crab ring and line are securely stowed on the Aft deck for travel.
8. Check to see the BBQ is securely stowed on the Aft deck or behind Flybridge helm for travel.
9. Check local wind & current conditions. "Grand Marnier" has a large amount of freeboard, which can be affected by the wind while maneuvering. Establish your route for departure and direct the sequence for release of all lines.
10. Shift gears at **idle RPM only**. A pause in Neutral is appropriate.
11. **Please do not remove fenders until clear of the marina. Also, keep a line handy as well.** Leaving fenders in place with a line quickly available will afford vital protection and options if circumstances go sour unexpectedly.
12. Once clear of the marina, store lines **securely** on the Aft deck. A loose line can easily get into the water and foul in the props. Store the fenders in the bow holders or secured to a rail. **Clove Hitches, please.**

## ENGINE OPERATING SPEED

The normal engine (cruise) operating speed is 1400 - 1800 RPM's. This will produce a comfortable and economical cruising speed of 7 - 10 Knots. Maximum RPM is 2200. There are alarms for low oil pressure (less than 6 PSI on a system that operates on about 30 PSI minimum) and high water temperature (over 210 Degrees on a system that typically runs about 160–190 degrees maximum.) Thus, **relying on alarms only informs you when it's too late.** Check your gauges regularly.

## APPROACH AND DOCKING

1. A minimum 48 feet of dock space is required (includes dinghy & bow pulpit)
2. Slow to idle early. Check gauges for proper readings. Oil PSI will drop to around 15-20 PSI at idle after cruising for a while.
3. **Before you get into the marina**, instruct crew / line handlers on your intentions and identify the critical lines to be applied first.
4. With everyone briefed on your intended plan, place dock lines on cleats and use all fenders deployed on both sides of the boat (just touching the water, please). It is far better to have all the bases covered than to flail about when faced with an unanticipated situation resulting from wind, current, traffic or a missed approach. Murphy loves boating !!
5. Check wind and current for anticipated affect on your maneuvering plans.
6. "Grand Marnier" has a large amount of momentum. **Use neutral a lot, go easy and stop the boat if the fenders are on the dock. Continuing will only roll the fender out of the way and hull scratches will result. Do not allow your crew to jump in an attempt to help with the docking process. A minor slip or miss judgment can result in a very unfortunate injury. If possible, have them step to the dock and have a line passed to them so they have both hands free when leaving the boat. Do not allow your crew to attempt to muscle the boat off from a missed approach. With the amount of weight and momentum "Grand Marnier" carries, injuries are likely if desperation pushing or pulling is attempted. GO SLOW.**

## **STOPPING THE ENGINES**

Place the shifters in neutral and allow the engines to idle (stabilize and cool). Once they have stabilized and cooled, about 5 minutes minimum, turn the keys to the Off position one at a time.

## **AT THE DOCK**

1. Tie the boat up at least twice, once for nominal control then for position and security. Check your line handler's cleatings. Reset fenders as appropriate. **Be sure no fender is located so as to obstruct the diesel furnace exhaust port, located on the Starboard side, a little Aft of the Starboard-boarding gate. Fenders can become hot and melt and / or lines can catch on fire !!**
2. If applying shore power, make the boat connection first, **ensuring a tight and secure connection.** Turn the circuit breakers at the Electrical Panel to OFF and the circuit breaker at the dock power box to OFF, then plug into the dock power box and secure. Turn the circuit breaker at the dock power box back on and verify good polarity and acceptance at the Electrical Panel by turning on the circuit breaker on the boat.
3. Secure (turn OFF) unnecessary switches, turn on those switches that will be necessary for the stay and ensure the inverter is properly set to the "Charge" mode.

## **FUELING**

Fill fuel tanks with DIESEL only. Close all Ports and doors to prevent fuel fumes from flowing to the lower parts of the boat interior. **Don't try to fill water and fuel at the same time.** Ensure you have the proper fill cap! Introducing diesel into the water system or water into the diesel system will result in very expensive repairs and are not covered by insurance. The fuel fill caps are located on the deck, on each side just Forward of the Sun deck area. Each side is filled separately and each tank has a capacity of 250 gallons. Disengage from conversation while fueling and listen carefully for the "full" sound of the fuel starting up the filler neck. Stop fueling and check the fuel gauge at the lower helm station. Trying to second-guess the "full" sound will likely result in a messy and expensive fuel spill, either out the vent or the filler neck. Secure the filler cap back into the receiver. Don't over tighten; you only need to compress an "O" ring adequately.

## **HOLDING TANK PUMPOUT**

There is just one holding tank and one pump out deck fitting located on the deck just Forward of the Starboard Salon door. Remove the deck fitting. Position the suction nozzle hose end securely in the deck fitting opening. Ensure you have a good airtight seal. Have one of your crew turn on the machine while you simultaneously open the ball valve associated with the suction nozzle. Empty the tank. Call for the pump to be turned off while you simultaneously close the ball valve. Wait a few seconds for the nozzle to drain then remove the nozzle. Place the nozzle in salt water and briefly restart the pump and open the ball valve for a short period to flush the nozzle for the next user. Close the ball valve and stop the vacuum pump. Secure the deck fitting. Don't over tighten; you only need to compress an "O" ring adequately.

Note: It is possible to empty the holding tank, where legal to do so, by pumping the waste overboard using the waste pump in the Engine room. Turn ON the waste pump breaker on the 12v DC panel. 10 minutes maximum should empty the tank

**We strongly recommend emptying the holding tank every other day, if not every day!** Don't try to go too long without emptying the tank. Overfilling will force material into the vent line and result in an inability to subsequently empty the tank. A blocked tank is just as expensive to a charterer as a blocked head !! Forewarned ! There is a "FULL" warning indicator Starboard of the steps leading from the Galley to the Salon, which indicates the tank **IS FULL**.

## **ANCHOR AND WINDLASS**

The primary anchor is a stainless steel 45 lb. CQR plow type anchor with 280 ft of 3/8" chain, secured at the bitter end in the chain locker. The windlass is a Maxwell, which is controlled by a foot press pad at the windlass or a switch at the helm station. **Use of the helm station for recovering the anchor is strongly discouraged.** The system is enabled by engaging the 12v DC breaker switch, a large red knob ( it takes a little force ) as indicated on the panel, located in the Forward cabin on the Forward bulkhead next to the chain locker door (a green LED will illuminate.)



### Lowering the anchor:

The chain rode is marked at lengths of 50', 100', 150', 200', 250' & 280'. The marking is by use of red paint on the chain. Check the depth of the water carefully. Add 7 ft for the height of the bow above the water and REMEMBER to allow for predicted tide changes to calculate the minimum required rode. Water that is 15 ft deep now, may be 21 feet deep in the middle of the night. A minimum Scope of 7 to 1 is recommended for "Grand Marnier". However, more is required if winds or currents are present.

Example:      Depth: 20 ft + Bow height: 7 ft + Tide Change (+3 ft) = 30 ft of total depth  
                     30 X 7 = 210 ft of rode minimum

It is preferable that the anchor be lowered using the footpad switch at the Bow (Port Side) versus the switch at the lower helm. However, either is possible. With the 12v DC power on, depress the footpad, located near the Bow on the deck marked as down (Left of two footpads when facing Forward – Left = Lower) to begin lowering the anchor. After enough chain has been let out (look for the first Red Mark) to ensure the anchor has reached the sea bed, begin to maneuver in reverse slowly (standard hand signals recommended). Use short bursts on the shifters, while letting out more chain to the full desired scope and ultimately setting the anchor. With the full-identified amount of chain released from the locker, maneuver in reverse with short bursts on the shifters to set the anchor. Watch for the chain to tighten and increase its angle from the bow to the water. When this happens, pause with the shifters in neutral for a short time (30 seconds or so) and watch for the angle to decrease once again to the water. Locate two stationary objects near or on shore, to use as a range in determining if the boat is continuing to move in reverse or if it's springing back to a Forward location. Once you have determined through a couple of tests that the anchor is set and the boat maintains a stationary Forward and Aft position, recover the footpad switch and turn off the windlass breaker. Lastly, continue to cool down the engines and shut them off.

**Raising the anchor:** Start and warm up the engines. Turn ON the circuit breaker, the red knob on the windlass panel in the Forward cabin. Obtain the hose stored under the sink on the Aft deck and connect it to the faucet near the windlass footpad. Turn on the 12v DC circuit breaker at the helm station for the seawater pump. Maneuver the boat slowly toward the anchor (standard hand signals recommended.) Take up slacked chain as it becomes available with the windlass using the Starboard footpad switch (Right of two foot pads when facing forward – **R**ight = **R**aise), and releasing the footpad when under load. As the chain is hauled in, turn on the faucet and rinse down the chain, removing mud, shells and grass. Maneuver over the anchor, stop the windlass and break the anchor out using the boat's momentum. Once broken loose, raise the anchor with the windlass. Slow way down as the anchor approaches the roller. Allow the anchor to assume an upright position and finish hauling on board, **slowly**. Once secure, recover the footpad switch, rinse deck if needed, turn off all windlass and seawater pump breakers. Secure the hose. **Do not pull the boat to the anchor using the windlass. Do not use the windlass to pull the anchor free from the bottom. Keep hands free from windlass when hauling the anchor in.**

**Emergency anchor: a 35-lb. CQR anchor is available for emergencies only.** It is located under the Forward berth and can be removed by carefully lifting out and up through the overhead emergency hatch. **Use of two anchors for normal anchoring is strongly discouraged.** The rode for the spare anchor is 5/16 in chain and only about 150 ft, located in the Aft cabin in the Starboard locker. Stern tie to shore if necessary is the best option versus using a second anchor at the Stern. A line for this is located with the chain in the Aft cabin in the Starboard locker.

## GENERATOR OPERATION

Set the selector switch to the OFF position. Start the generator by pushing the START button and **check to see that water is flowing from the exhaust port**, Starboard side, ensuring proper cooling is taking place. Allow the generator to warm up for about 3 minutes. Move the Selector switch to the generator position and 110v AC is available for use from the generator. When the generator is no longer required, remove all loads from the circuits (turn off devices and breakers). Allow generator to run for a few minutes with no load on the circuit. After about 3 minutes, turn the selector switch back to the OFF position. Then press the STOP button for the generator until it has completely stopped.

If the generator fails to turn over when the Start button is pushed, Check the following: Switch on Panel at generator must be set to “Control”. The Fault Breaker on the control panel located left of the main generator case may need to be reset on a rare occasion. There is also an inline fuse located behind the generator, which could need replacement, again on a rare occasion. This requires removing the top case cover by releasing the latches both front & back. Then remove the three bolts on the right (7/16” socket) and the front and rear bolts on the left (7/16” socket). Finally, loosen the center bolt on the left (3/8” Socket) and slide cover right and up. Replace fuse if bad (25 AGC) Reinstall cover in reverse order.

Fault Breaker location:

“Control” Switch location

In Line Fuse location, behind:



## INVERTER OPERATION

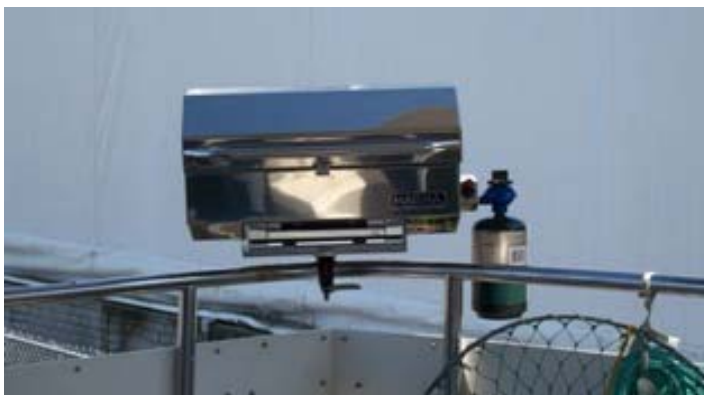
The Inverter should be left ON and in the INVERT mode at all times.

**DO NOT Operate Electric Heaters or Water Heater while on the Inverter Only.**

### **Barbecue Operation:**

**The barbecue is a Newport Gas Grill by Magma. It is stored on the Aft Deck in a plastic container.**

- **Remove the corner canvas located at the Aft Starboard corner. Hang this small canvas just forward on the Starboard side in the storage hanger as marked.**
- Roll up and secure the canvas panels on either side of this opening.
- Remove barbecue and mount it on the rail as noted in the picture.
- If not already connected, gently and firmly insert the Propane valve into the connector on the right side / end of the barbecue. Insert completely with the control valve facing forward, then rotate clockwise 90 degrees so the control valve is facing up. Pull out gently to make sure the valve is secure. Then attach the propane canister by gently screwing it onto the valve with a counter clockwise motion.
- Turn the gas on as indicated on the valve and press the ignition button.
- If it is not lighting for some reason, use the manual lighter located in the cabinet above the Aft Deck basin.
- After lighting, turn gas knob to cooking setting and close the lid to allow it to warm up.



- After using the barbecue. Please clean it for the next use by you or anyone else.
- After cooling, remove barbecue from the rail and return it to the plastic container.

## **DINGHY**

The dinghy is an Endeavor rigid bottom inflatable. Oars should be left securely fixed into the oar lock or clips when not being used. **Please keep the dinghy clean, as dirt and gravel will wear the fabric. Don't run the dinghy onto rocks or beaches.** If it must be beached, turn the motor off early and tilt up well before reaching the shore. Plan to get your feet wet and lift the dinghy onto the shore using two or more people. Tie it off securely, allowing for tide changes while ashore, using the polypropylene line & Mushroom Anchor from under the basin on the Aft deck. The launching and recovery procedure is user friendly. Detailed instructions are located on page 22 and on a removable sheet at the back of this manual. Remember to take and wear life jackets when using the dinghy.

## **WATER TANKS**

There are two water tanks on “Grand Marnier” and they must be filled individually. The fitting for the Aft, 150-gallon tank is located on the transom on the Starboard side, inside the swim platform shower door. The fitting for the Forward, 90-gallon tank is near the bow on the deck near the windlass switch. Water level gauges are located at the lower helm station.

Selector valves are located on the Forward portion of the Starboard bulkhead, just behind the battery box in the Engine room. The valve manifold is labeled for each tank. Open the appropriate valve to draw water from the selected tank. It is suggested that the front tank be used first.

## **HOT WATER**

Hot water can be provided by AC dockside power, AC power from the generator or when operating the engines. The hot water tank has a capacity of 20 gallons. **Do NOT use Inverter only.**

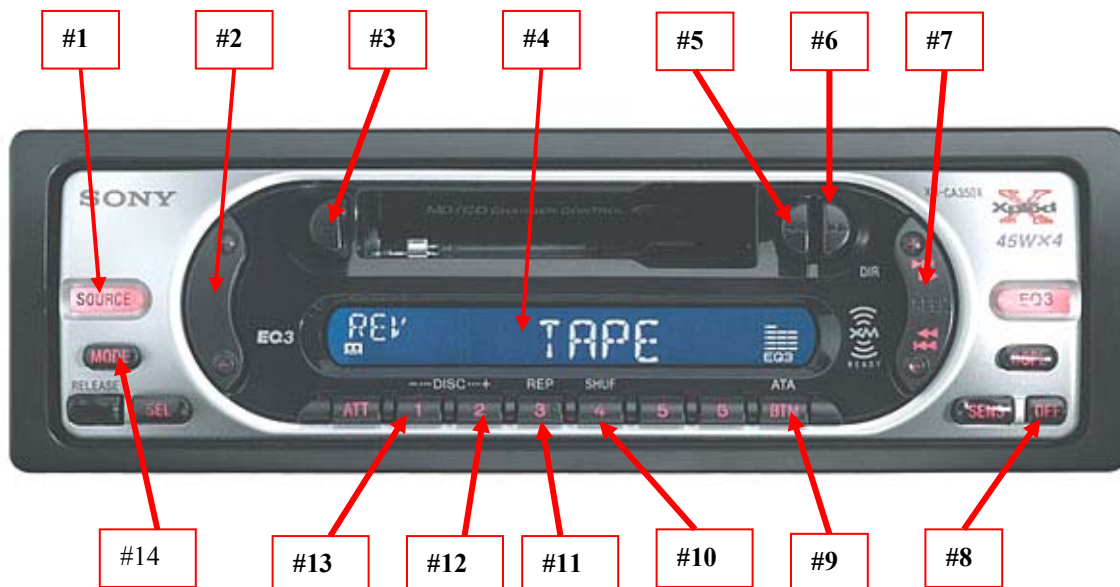
## **CABIN HEAT**

Cabin heat is provided by a diesel fired forced air furnace with outlets in each cabin, the Galley and Salon. The controls are located to Starboard at the top of the stairs leading from the Galley area to the Salon, just above the Electrical Panel. To operate, turn the toggle switch to on and set the thermostat to the desired temperature. Aft cabin & Forward cabin have adjustable vents (rotate center knob on vent). IF, connected to shore power, a small electric radiant heater is possible. **Do NOT use inverter only to operate an electric heater.** Turn thermostat down and allow furnace to stop. Then turn off Toggle.

## STEREO OPERATION

- **To Adjust volume:** Press “+” to Increase / Press “-“ to Decrease on volume selector, #2
- **Selecting Play Mode:** Press Source, #1 repeatedly until desired selection is displayed, #4
- **To play a Cassette:** Insert Cassette, playback begins automatically
- **Fast Forward / Reverse:** Press “>>”, #6 Forward, “<<” #5 Reverse
- **Stop Fast Forward / Reverse:** Press the opposite button, #5 or #6 partially to stop action
- **Stop Tape and Eject:** Press “^”, #3
- **CD Mode to play CD’s:** Load 1+ CD's in changer
- **To select CD play:** Press “Source”, #1 repeatedly until “CD” appears in display, #4
- **Skip Forward to next CD:** Press ( Disc + 2 ) Button #12
- **Skip Back to last CD:** Press ( Disc - 1 ) Button #13
- **Skip Forward to next track:** Press the “+” momentarily on Seek selector, #7
- **Skip Back to last track:** Press the “-“ momentarily on Seek selector, #7
- **Repeat Track or Disc:** Press the “3” Button, #11 repeatedly to select desired action
- **Cancel Repeat function:** Press the “3” Button, #11 repeatedly to select “REP-OFF”
- **Shuffle Disc or Changer:** Press the “4” Button, #10 repeatedly to select desired action
- **Cancel Shuffle function:** Press the “4” Button, #10 repeatedly to select “SHUF-OFF”
- **Ipod Use: Connect iPod-** Press “Source”, #1 for CD, Press “Mode”, #14 to “AUX 1”
- **To select Radio Play:** Press “Source”, #1 repeatedly until “Tuner” appears in display, #4
- **Radio Mode, AM/FM:** Press “MODE” repeatedly, #14 ( FM1 – FM2 – FM3 – AM1 – AM2 )
- **Selecting Stations:** Press “MODE”, #14 to select Band, press “+” or “-“ on Seek, #7
- **Attenuating the Sound:** Press the “BTM” (ATA) Button, #9, Press again to cancel
- **Turning unit OFF:** Press the “OFF” Button, #8

A complete manual is available with the other manuals in the bookcase located Aft, Port side of the Salon.



## **HEADS AND WYE VALVES**

Each head uses a Par quiet flush toilet. They operate electrically and use pressurized fresh water. To use, the appropriate circuit breaker must be ON, i.e. Aft head or Forward head. In addition, the fresh water breaker must be ON. In normal operation the wye valves are directed to the holding tank. The wye valves located in each head cabinet can be repositioned and thru hulls opened to pump the contents directly overboard. This is strongly discouraged, as it is illegal and finable if discovered during a boarding inspection. **NOTHING** goes into the head except what you have eaten and SMALL amounts of one-ply biodegradable marine toilet paper. Everything else is to be placed in small plastic trashcan liners and disposed of ashore. **This includes any/all feminine hygiene products.**

## **SHOWERS AND DRAINS**

The showers are standard, with hot on the left and a general cut off valve in line after the hot and cold valves. Shower drains usable when the appropriate 12v DC breaker is turned ON, i.e. Aft sump / Forward sump. Please note, the only clearable strainers other than the shower scupper grates before the pumps, are in the sump pump boxes. Forward sump box is under the Forward dinette seat. The Aft pump in under a floor hatch at the foot of the Aft cabin berth. USE CAUTION.

## **ICEMAKER**

To operate icemaker on the Aft deck, ensure fresh water pump and the icemaker are both turned ON. The fresh water pump at the 12v DC panel & the icemaker at the 110v AC panel. Also, the icemaker must be turned ON at the icemaker. ( Bottom center, under door ) Setting of “1-2” is sufficient.

## **REFRIGERATION**

The refrigerator / freezer operates on either 110v AC or 12v DC. Use the 110v AC only when using dockside shore power or the generator. Align the yellow marks as a starting point, about 34 degrees and adjust from there. There is also an icemaker / refrigerator located on the Sun deck. Refer to “ICEMAKER” section for operation.

## **STOVE – OVEN**

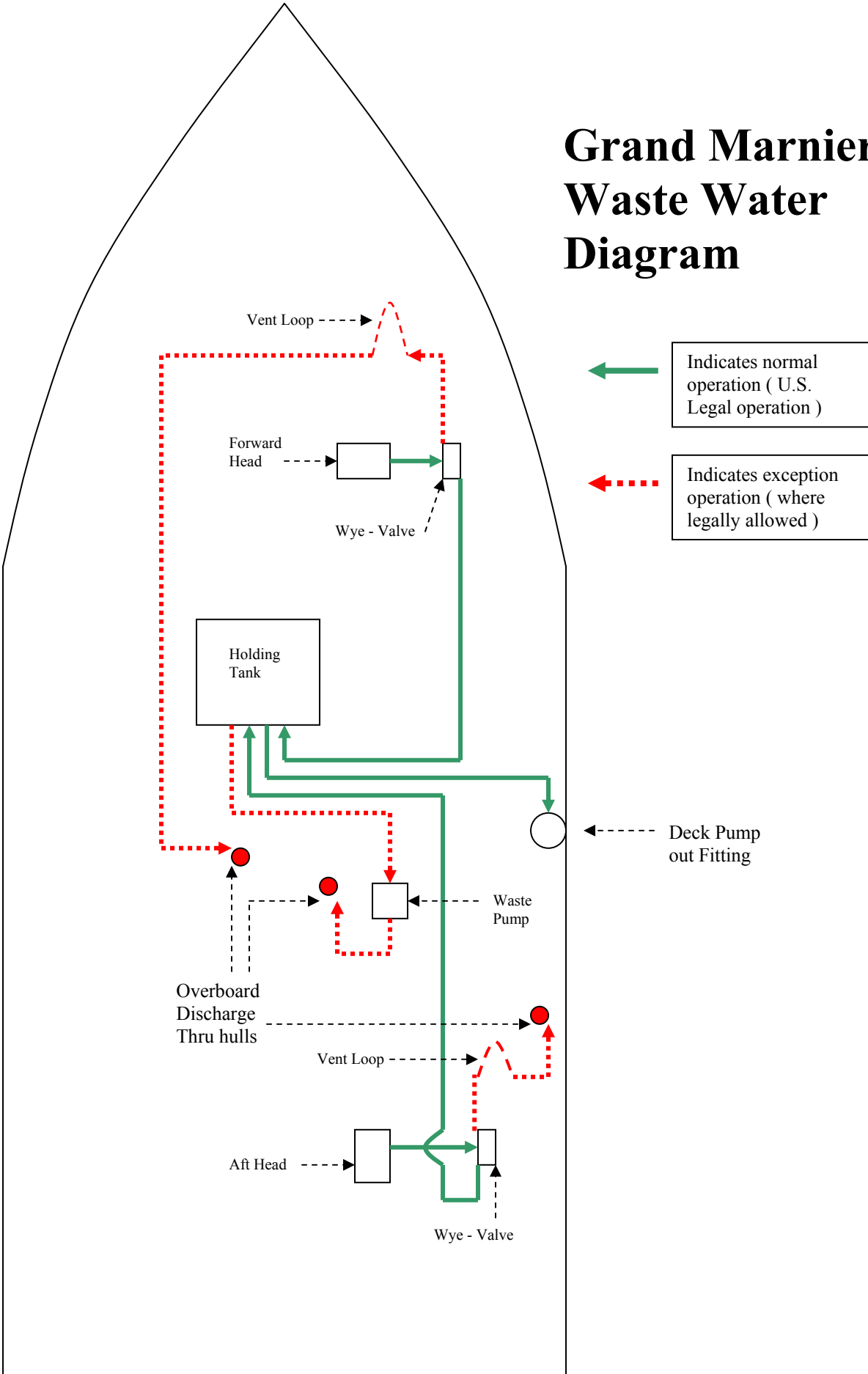
The stove and oven operate only on 110v AC. They can only be operated using either dockside shore power or the generator. Cover must be up to use and the oven light only works when stove/oven is on.

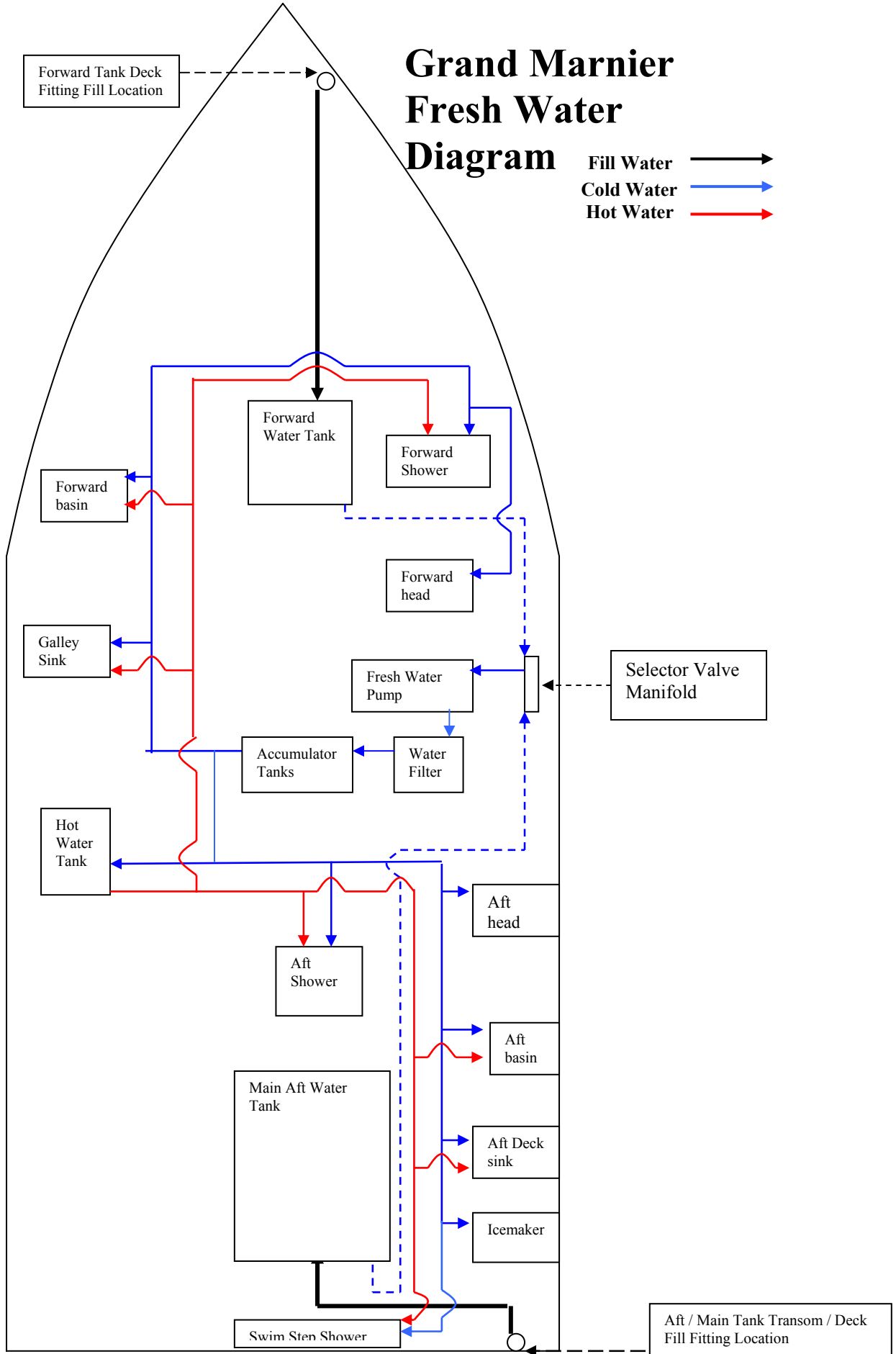
**Crab cooking:** This process can make a big difference in your meal, cleanup and overall satisfaction. Rule number one: These are not East coast blue crabs so **don't try to cook them live or whole !!** From the beginning, with at least one licensed individual on board. **1)** Fresh bait such as salmon heads, chicken backs, turkey necks, etc. **2)** Mud or sand bottom **3)** Incoming or outgoing tide (moving water) **4)** Crab from the bow, well away from snagging rudders or props. **5)** 15 minutes on the bottom before pull, then pull up rapidly when time's up. **6)** Return females and shorts (less than 6 ¼" across back of carapace) **7)** Don't chuck males into bucket of water unless you want limbless veterans. Turn them upside down and when calm and under control whack smartly on their sternum and they will expire quickly. When clearly dead remove entire upper half shell forcibly and dispose of it. Break the crab in half on centerline. Shake out gelatinous innards; pick off feather like gills, mouthparts and tail. All that's left is legs and hip girdles. **(Please wash any debris off boat before it dries)** **8)** Get 1" maximum salt water from bay (not marina) in a cooking pot and bring to a boil. Once water is boiling, place crab halves in water and bring back to a full boil. Put the lid on and steam for 15 minutes. Pour water off. Blanch with fresh salt water and start eating. More meat in hip girdles than you might expect. Use a crab toenail for picking out meat. Enjoy.

The alternative: Boiling these crabs live or whole results in a crab fighting you on the way in and taking up much more space. It takes an enormous time to bring the water to a boil. Green frothy smelly boil over and resultant mess, and the crab are covered with the same smelly green frothy mess. **DON'T DO IT !**

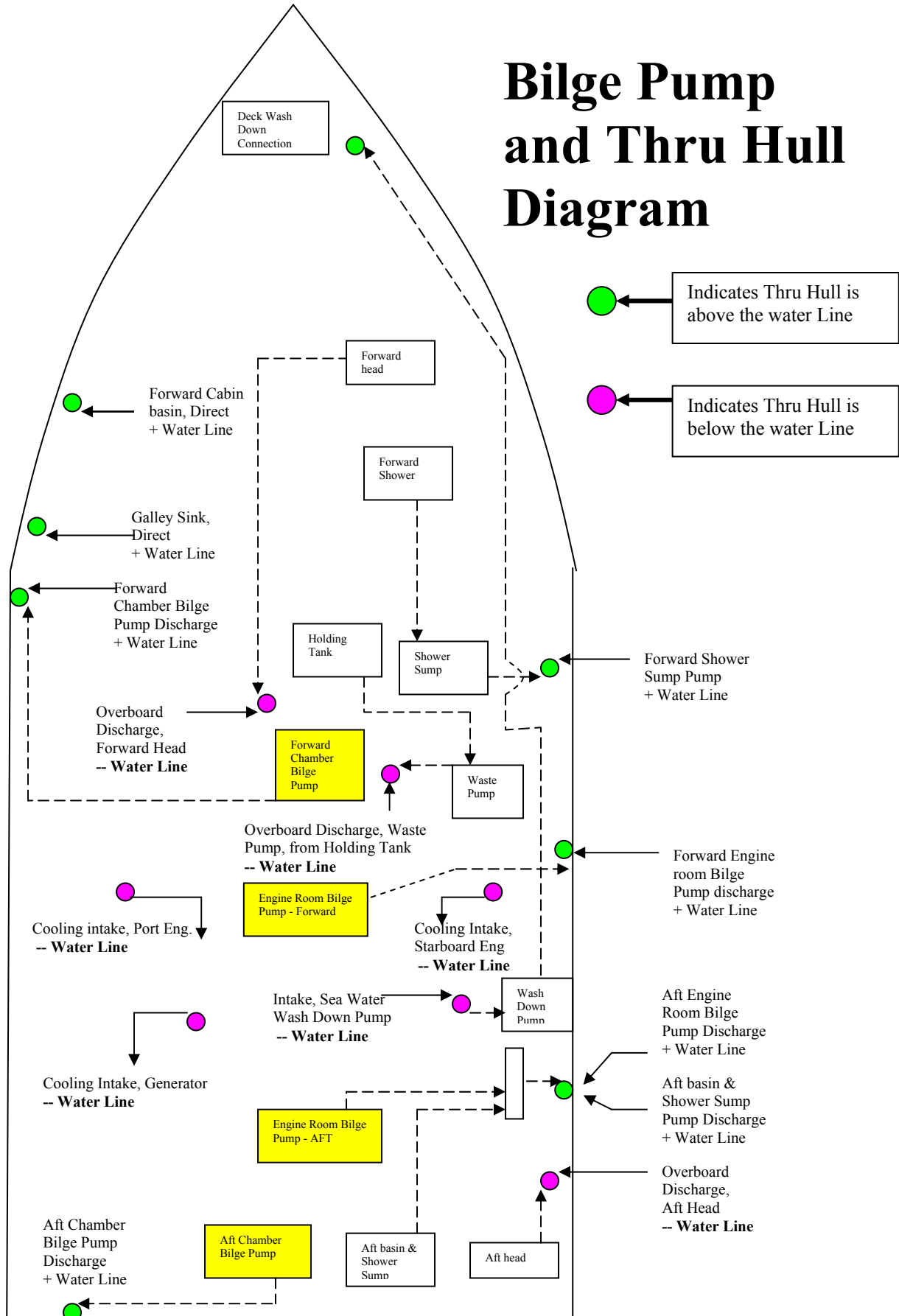


# Grand Marnier Waste Water Diagram





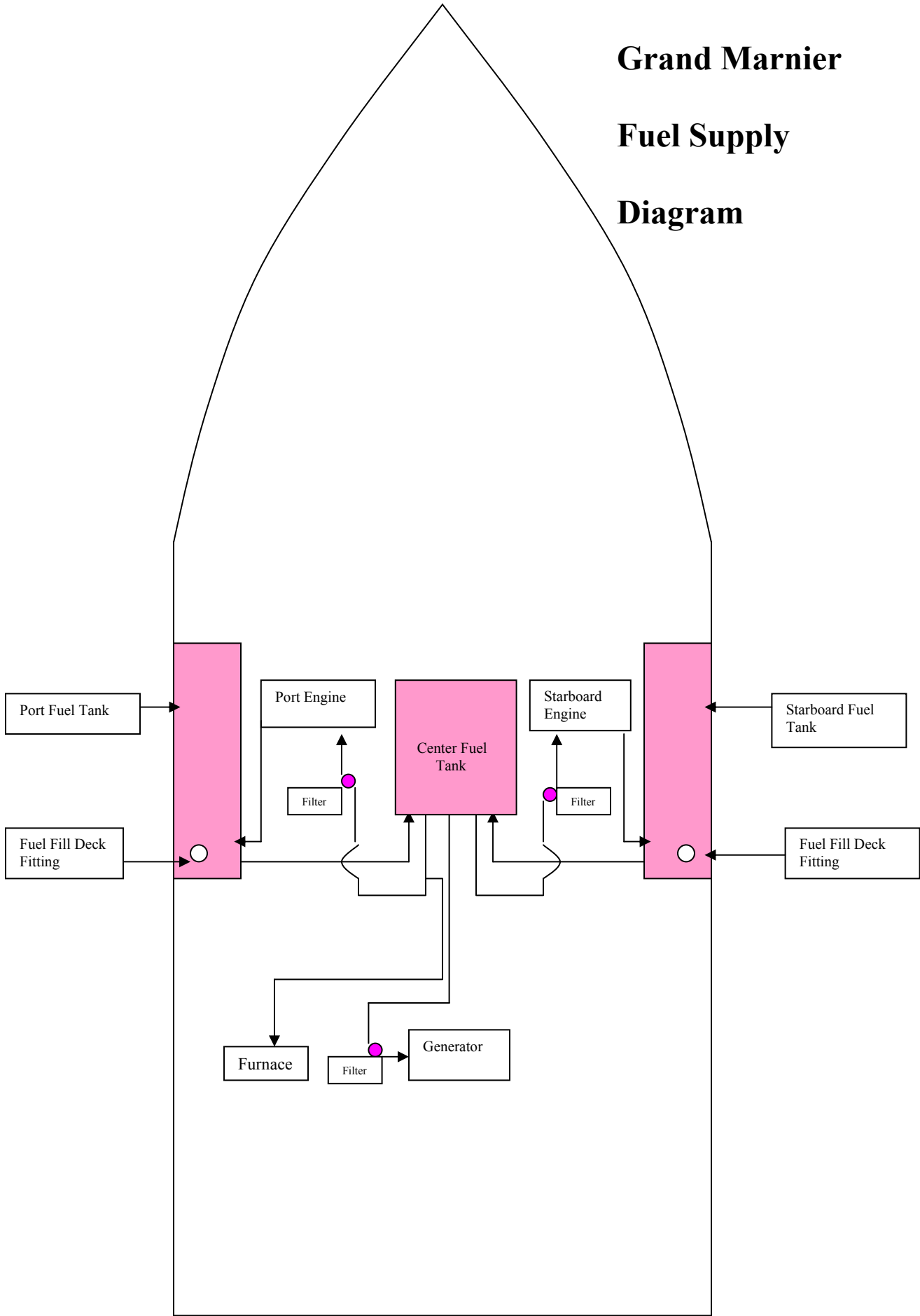
# Bilge Pump and Thru Hull Diagram



# Grand Marnier

## Fuel Supply

### Diagram



**WHAT IS IT / WHERE IS IT ?**

<b><u>Question</u></b>	<b><u>Answer</u></b>
Additional Fenders / winter use, stored	Flybridge, behind Helm
Air pump for Dinghy, stored	Aft Deck, cabinet below basin
Bell Installed	Flybridge, Starboard - Aft
Bell Stored	Under Lower Helm Step
Bilge Pump, Manual / Emergency	Under Lower Helm Step
Coolant, Engine	50/50 Pre-mix <b><u>GREEN ONLY</u></b>
Coolant, Engine, stored	Engine Room, Port Forward
Delo 400 15 - 40 wt	Enigne Oil & Generator Oil
Delo 400 15 - 40 wt Stored	Engine Room & Flybridge, behind Helm
Delo 400 30 wt	Transmission Oil
Delo 400 30 wt Stored	Engine Room & Flybridge, behind Helm
Dinghy Air Pump, stored	Aft Deck, cabinet below basin
Dinghy Fuel mixture OIL	50:1 - 2 cycle mix
Dinghy Fuel mixture OIL, stored	Flybridge, behind Helm
Dinghy Fuel Tank	Swim Step, next to ladder
Emergency Manual Bilge Pump	Under Lower Helm Step
Emergency Tiller Handle	Aft cabin berth, Under Port side
Engine Coolant	50/50 Pre-mix <b><u>GREEN ONLY</u></b>
Engine Coolant, stored	Engine Room, Port Forward
Engine Oil	Delo 400 15 - 40 wt
Engine Oil, stored	Flybridge, behind Helm
Filters, Fuel, stored	Flybridge, behind Helm
Filters, Oil, stored	Flybridge, behind Helm
First Aid Kit	Under Salon to Aft Deck Steps
Flares	Under Salon to Aft Deck Steps
Fuel Filters stored	Flybridge, behind Helm
Fuel Tank for Dinghy	Swim Step, next to ladder
Genset Oil	Delo 400 15 - 40 wt
Genset Oil, stored	Flybridge, behind Helm
Lanyard, Outboard Motor, stored	Aft Deck, drawer near sink
OIL , Dinghy Fuel Mixture	Flybridge, behind Helm
Oil Filters, stored	Flybridge, behind Helm
Oil, Engine	Delo 400 15 - 40 wt
Oil, Genset	Delo 400 15 - 40 wt
Oil, Transmission	Delo 400 30 wt
Outboard Motor Lanyard, stored	Aft Deck, drawer near sink
Power connection adapters	Flybridge, under Starboard seating area
Power Cord Storage	Flybridge, under Starboard seating area
Power Cord, winter use, stored	Flybridge, under Starboard seating area
Propane, Stored	Aft Deck, above Wet Bar
Props, Spare	Aft cabin, under berth, Starboard side
Spare Filters	Flybridge, behind Helm
Spare Props	Aft cabin, under berth, Starboard side
Tiller Handle, emergency	Aft cabin berth, Under Port side
Tools	Salon or Flybridge, behind Helm
Transmission Oil	Delo 400 30 wt
Transmission Oil, stored	Flybridge, behind Helm

## **INSTRUCTIONS FOR USE OF DINGHY:**

### Launching:

- 1) Remove Engine & Winch Covers if present, store securely on aft deck or flybridge
- 2) Check sponsons to ensure they are full of air with no obvious deformities observed
- 3) If sponsons appear to be low on air, inflate using pump from under basin on the aft deck
- 4) Release Brace, near bow, from Dinghy
- 5) Turn winch handle 1/4 -1 turn to loosen retaining pin at cable connection
- 6) Remove retaining pin **carefully** and reverse direction of winch handle to begin lowering dinghy to water
- 7) Move Outboard handle back and forth occasionally to help bottom of engine over sponson
- 8) Continue to lower dinghy until winch cable is slack
- 9) Tighten threaded locking handle to secure engine to transom
- 10) Release cable from dinghy and secure to winch housing with retaining pin
- 11) Secure dinghy to boat with line, which is stored under basin on aft deck or already tied to dinghy.
- 12) Release Snap Davits (**gently** pull pins and **gently** pull up on release handle) to free dinghy from boat
- 13) Place fuel tank under the forward seat of dinghy and secure with strap
- 14) Connect fuel line to fuel tank, matching colors or letters for direction
- 15) Connect fuel line to engine, matching colors or letters for direction
- 16) Squeeze fuel line bulb, 2-3 times to fill engine carburetor
- 17) Place Lanyard clip in kill switch (Lanyard cord & clip kept in aft deck drawer, next to basin)
- 18) Secure Lanyard cord to self
- 19) Pull Choke switch out and turn handle throttle to "START" position
- 20) Pull start rope repeatedly until engine starts
- 21) After engine starts, push choke switch in and return handle throttle to "idle" position
- 22) **Check to ensure a stream of water is flowing** from the upper rear of engine for cooling

## **INSTRUCTIONS FOR USE OF DINGHY:**

### Retrieving:

- 1) With engine running, disconnect fuel line from Engine
- 2) Allow engine to run until it stops, having run out of fuel (about 2-3 minutes)
- 3) Return Lanyard strap and clip to aft deck drawer
- 4) Uncouple strap securing fuel tank to dinghy
- 5) Secure fuel line to fuel tank carefully so as not to crimp line
- 6) Remove Fuel tank from dinghy and return to storage location on aft deck
- 7) Secure dinghy to Snap Davits and replace locking pin in place on each connector
- 8) Remove Dinghy Line and return it to lower cabinet on aft deck (prevents accidental fouling in props)
- 9) Remove retaining pin on winch to release winch cable and loop
- 10) Place loop on winch cable over hook on engine bracket at transom
- 11) Loosen threaded locking handle which secures engine to transom
- 12) Begin to turn winch handle in the direction which tightens and begins to draw dinghy upwards
- 13) Be sure engine bracket is lifting off of transom on near side as dinghy raises
- 14) Continue to raise dinghy with winch until hook enters bracket on winch housing
- 15) Replace retaining pin to secure cable and dinghy to winch housing
- 16) Loosen cable slightly. to rest hook against pin
- 17) Reattach securing brace from transom of boat to bow of dinghy