

OPERATION MANUAL

2006 Silverton 35MY

Blind Squirrel

Hull# STNAL117D506

Welcome aboard!

We are happy you have chosen “Blind Squirrel” for your vacation. We are sure you will enjoy cruising the lovely islands of the Pacific Northwest.

The Blind Squirrel name is a whimsical play on the parable that “even a Blind Squirrel finds an acorn once in awhile”, which we feel we have with this delightful boat. It also accurately reflects the owners’ fishing experiences—hopefully yours will be fruitful!

The Silverton 35MY offers a smart layout that provides roominess and storage evocative of larger craft, while retaining the maneuverability advantages of a smaller yacht that fits nicely into the 40-foot slips so popular in the Pacific Northwest. She is designed for stable sea handling and is powered by twin Yanmar 315hp engines.

We trust this manual will help you become familiar with the boat. If you have questions about the boat or about please do not the AYC the places to visit, hesitate to ask staff.



TABLE OF CONTENTS

Boat Operation	Page
Engine Inspection	4
Start-Up	5
Trim Tabs	6
Getting Underway	6
Cruising	6
Docking	7
Shutdown	7
Canvas	7
Fueling	7
Boat Electrical	8
AC/DC Panel	8
Battery Switches	8
Shore Power	9
Generator	10
House Battery Bank 12 Volt	11
Battery Parallel Switch	12
Sanitation Systems	12
Marine Toilet	12
Holding Tank	13
Water Systems	14
Fresh Water Tanks	14
Fresh Water Pump	14
Hot Water	14
Shower	14
Bilge Pumps	14
Galley	15
Stove/Oven	15
Refrigeration/ Ice Maker	15
Heating & Air Conditioning Systems	16
Diesel Heater (DC)	16
Reverse Cycle Air Conditioning	16

Electronics	17
VHF Radio, Depth Sounder, Radar	17
GPS/Plotter	17
AIS	17
Entertainment	18 - 24
AM/FM Radio	
CD Player	
TV/Stereo	
Anchoring/Mooring Cans	25
Windlass	26
Anchor Chain Color Chart	27
Mooring Cans	28
Barbecue	28
Dinghy/Outboard	28
Crabbing/Fishing	29
Bilge Pumps/Safety	29
Thru-Hull Locations	30
Sea Strainers	30

For additional information the Silverton Owner's manual is in the salon, port side cabinet forward of the main electrical panels.

BOAT OPERATION

Engine Inspection

Remember your “**WOBBS**” every morning: **W**ater (Coolant), **O**il, **B**ilges (Inspect and Pump-out), **B**elts and **S**ea Strainer.

Engine Room Lights are turned on with the breaker switch on the Salon DC Panel (*next to aft deck steps in Salon*) Main engine room hatch is in center of Salon. *Make sure everyone on boat knows you have the hatch open!*

Check the general condition of the BELTS, HOSES, and FUEL LINES.

Engine Coolant. Check the ENGINE COOLANT reservoirs – normal level is about ½ full. Port engine reservoir is above the port engine and starboard reservoir is outboard of the starboard engine.

Oil Level. With a paper towel or rag handy, remove the oil dipsticks. Etch marks on each Yellow dipstick indicates minimum and maximum oil level. Dipstick for port engine is inboard, and dip stick for starboard is located on the outboard side of the engine, you will need to reach across the engine. If necessary, to add oil, fills are located on the top of each engine near the front, black plastic cap.

DO NOT OVERFILL OIL! Only fill if oil levels are below the ½ way mark. Ask your fleet captain at checkout if you have any questions about the markings on dipsticks.

Transmission Fluid. Check the TRANSMISSION FLUID level in each transfer case, with the engines idling (*running*) in Neutral. Unscrew yellow T-Handle dipsticks on top of the Transmissions. Tighten properly to prevent contamination.

Seacocks. Ensure the RAW WATER SEACOCK valves (*Blue Handles on Sea Water inlet hose*) are in the ‘open’ position (lever in-line with valve). Check the glass container for debris with a flashlight. If necessary to clean, CLOSE seacock, loosen the thumbscrews on the cover, clean the strainer, and reassemble the cover snugly. Be sure to OPEN SEACOCK VALVES, Check later for leakage while running.

WARNING – Open seacock fully after servicing or the engine will overheat.

Start Up

Before starting the engines, do your inspection. Ensure the “Helm Electronics” and “Helm Accessory” breaker switches in the Salon breaker cabinet are powered on. The engines must be started from the flybridge helm. Make sure the ENGINE CONTROL SWITCH next to the compass is on and the LED LIGHTS on the THROTTLE are visible. GEARSHIFTS should be in NEUTRAL. Insert both keys into the IGNITION SWITCHES and turn the key clockwise until the ENGINE ALARM sounds and to pre-heat the engines for 15-20 seconds. Normally, plan to start the port engine first. Push the “Start” button to engage the engine. If the starter does not engage, move the gearshift levers slightly until you find neutral and try again, pushing the “ START ’button to engage.



If the engine cranks slowly or fails to turn over, check the condition of the battery on the ELECTRICAL PANEL. If the battery is low, try the BATTERY PARALLEL SWITCH or turn main power switch to BOTH. The Parallel switch “PARA START” is located to the right of the steering wheel at the helm station. Turn off after using.

Move the THROTTLE levers to raise the engine speed to 1000 rpm on the TACHOMETER. Warm the engine for about 5 minutes before engaging transmission (transmission will NOT engage when “WARM”



“Warm” Button

button on throttle is lit. Observe the readings of the gauges. The oil pressure will register about 40 PSI when the engine is cold. The engine temperature should rise slowly. Press WARM BUTTON to turn off to allow throttle levers to engage forward and reverse gears.

Note -- If oil pressure is low, shut down engine, and inspect engine compartment and look for possible cause (for example, loss of oil.) Caution -- If an engine is overheating or there is lack of raw water expelled in the engine exhaust, stop the engine immediately. Recheck the raw water-cooling system to ensure the seacock is 'open' (handle in-line with valve). Next, check the raw water strainer for debris. Remove the strainer, clean, re-assemble, and reopen the raw water intake valve (seacock). Restart the engine and re-check water flow from the exhaust. If water is not flowing properly, the RAW WATER PUMP may need to be serviced. Seek help.

Trim Tabs

The trim tab controls are located to the right of the steering wheel. Make sure they are in the Bow Up position when docking so they do not interfere with your maneuvering.

Bow Thruster Breaker

The breaker(s) for the bow/stern thruster is located in the forward cabin closet. It is wise to always test your thruster before untying from the dock or while approaching a moorage. If they fail to turn on at the helm station, check the breaker(s). Be aware that some thruster controls turn off automatically after 7-10 minutes and need to be re-armed on the helm control.

Getting Underway

DISCONNECT the shore power cord (see 110-Volt next page). Close the PORTHOLES, WINDOWS, and FORWARD HATCH. Turn on your VHF and electronics. ASSIGN crew members their various positions. Once outside the marina, idle the engines while crew brings in fenders and lines. The BOW THRUSTER (located above throttle) may be helpful to hold the bow to the dock while the bowline is removed. Bow thruster is electric and has a thermal shut off if used too long. Short intermittent use of bow thruster is preferred. If thermal shut off activates, it may take 10 minutes for cooling and internal breaker reset.

Cruising

All close quarters maneuvering should always take place at the flybridge helm.

Shift the THROTTLE levers up until the detent stop is felt and the LED 'F' lights are lit. Continue to push the levers up increase rpms. When shifting, Ensure the throttles are in the 'idle' position before engaging the gearshifts to avoid transmission damage. Cruising speed is a maximum of about **3000 RPMs**, netting approximately **14-16 knots**, burning 16 GPH. If you run at **1600 RPMs** you will cruise at **7 to 9** knots and use only 5-6 gallons of diesel per hour. Your speed will vary depending upon the weight and load and weather conditions. TRIM TABS can be adjusted for comfort and visibility by putting in the "bow down" position.

Note -- Avoid higher engine speeds as it causes higher engine temperature, possible damage, and higher fuel consumption. In general, lower RPMs result in much improved fuel economy.

Docking

During docking, use the FLYBRIDGE HELM for greater visibility to the stern. A “port stern tie” generally works best. Have your crew make ready the lines and fenders and give clear instructions on how you will be docking. Often times your crew will need to step off from the swim step with the stern line. Another crew member will need to be at the bow or mid-ships to hand over the next lines. The bow thrusters may be engaged in 1-3 second bursts to hold the vessel while lines are put on the dock.

Prior to docking, rock TRIM TAB switches to the ‘bow up’ position (8 to 10 seconds) to make slow-speed backing and turning easier. While moving slowly to the dock or mooring location, center the WHEEL (e.g. rudders straight) and use the THROTTLE levers in the ‘forward’ and ‘reverse’ detent stop positions to maneuver the boat. You may need to briefly nudge the throttles slightly up (or down in reverse) if more rpms are needed to optimize positioning in the presence of wind or current.

Shut Down

Before shutting down, allow the engines to ‘idle’ for about 5 minutes to cool them gradually and uniformly. The time engaged in preparing to dock the boat is usually sufficient. Ensure each THROTTLE lever is in the ‘neutral’ position. Turn off engines by pressing the STOP BUTTONS.

Canvas

Aft Deck canvas can be opened by unzipping and attaching to clips in overhead (ceiling). Be careful when unsnapping to hold near the stainless steel snap opening so as not to tear canvas. Canvas at starboard door on Flybridge to foredeck slides back on a track at the top. Open the door and unsnap from the outside.

Fueling Up

OPEN FILLER CAP(S), located on the port and starboard stern rails, above the cockpit, with a DECK FITTING KEY which is kept in the Salon Breaker Cabinet.

MAKE SURE YOU HAVE THE RIGHT FUEL! DIESEL! DIESEL! DIESEL! MAKE SURE IT IS GOING INTO THE RIGHT DECK FILL! DOUBLE-CHECK!

Before pumping, have an oil/fuel sorbs handy to soak up spilled fuel. Locate fuel vents if possible to listen for tank becoming full and to know where sorbs may be needed. You should have a rough idea of the number of gallons you will need by the engine hour indicator. Also periodically have someone turn on the key to watch the fuel gauge or station a person by tank site glasses to watch fueling progress.

Place the DIESEL nozzle into the tank opening, pump slowly and evenly, and note the sound of the fuel flow. Pumping too fast may not allow enough time for air to escape, which may result in spouting from the tank opening. As the tank fills, the sound will rise in pitch or gurgle. Pay attention to the TANK OVERFLOW VENT on the outside of the hull near the tank opening. The sound may indicate that the tank is nearly full. Top off carefully, and be prepared to catch spilled fuel. Spillage may result in a nasty fine from law enforcement.

Replace each tank cap. Turn on blower before starting engines. *Caution -- Clean up splatter and spillage immediately for environmental and health reasons. Wash hands with soap and water thoroughly.*

BOAT ELECTRICAL



110-Volt AC System

The electrical system is divided into two distribution systems: 110 Volt AC and 12 Volt DC.

The systems are controlled from the the DC AUXILIARY PANEL and AC ELECTRICAL PANEL, both located in the large breaker cabinet located just inside the salon on the port side by the stairs. There is also a third set of “Air Conditioner” breakers in the cabinet, though they are not used much in the Pacific Northwest.

The BATTERY SWITCHES FOUND are in the small cabinet under main breaker box at salon stairs. When not connected to shore power, batteries are providing all power. Therefore, monitor the use of battery levels carefully with the volt and ampere meter located—in the small cabinet under the stairs, across from the couch (LED meter is at left-front corner). Turn off electrical devices that are not needed.

Most breakers are labeled by colored dots. Green signifies “usually on”. Red is “usually off”. Yellow signifies electronics or items to use cautiously. No dots are breakers signify irregular use or use with discretion.

The SHORE POWER INLETS are in a locker on the starboard side of the aft swim platform. There is an opening for the cord inboard and you can open the locker to access breakers and both inlets. Typically, there is a Y-Cord Splitter joining the two 30 amp cables so that one cord is going to the dock pedestal. Depending on anticipate load, two cords can run ashore to a pedestal with two 30 amp plugs ins. Power cords are stowed in the swim platform lock when underway.

SHORE POWER supports all AC equipment and receptacles on board, as well as the battery chargers.



To connect to shore power, plug the 30 amp POWER CORD into the boat using the Y-adapter to feed both input jacks, and then into the dock receptacle. Check the power rating/plug size of the nearest dock receptacle (that is 50 amp, 30 amp, 20 amp, or 15 amp). If necessary, add a CORD ADAPTER located under the cockpit bench. Turn the dock power on. Cords coming off the bow can be wrapped loosely around the bow line or bow rail.

At the ELECTRICAL PANEL, flip the SHORE CIRCUIT BREAKER on. Check for reverse polarity. Then turn on appropriate breakers for battery charger, refrigeration, water heater, and ice maker. Watch the amp meter in the main breaker cabinet for load. If the load exceeds amperage, you will pop your breaker. If this occurs, turn off some items (e.g. water heater) and wait to turn on one of your systems until your use of electricity drops.

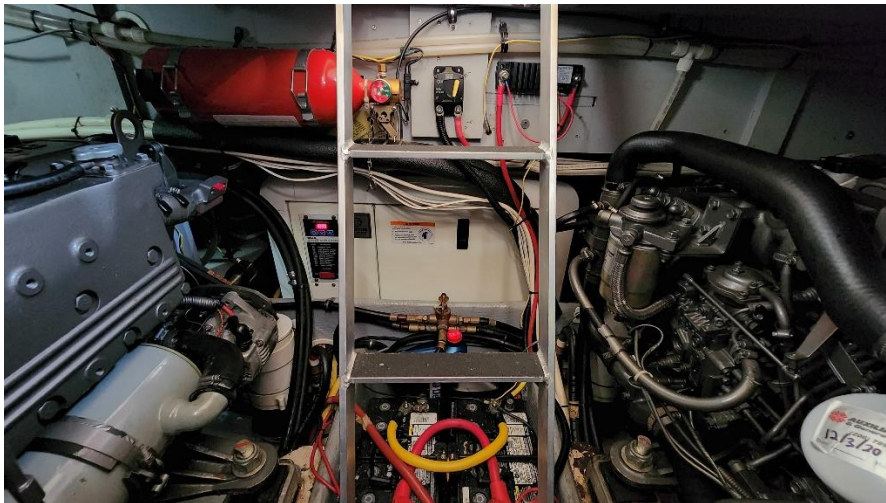
If your outlets fail to work, check your GFIs to make sure that they have not been tripped. Be aware that one GFI breaker may supply plug-ins in several areas. There are 4 GFIs: Galley, Aft Cabin head, Forward Cabin head, and by the cockpit ice maker.

Generator

To start your GENERATOR, first check that your generator's fluids are topped off and the raw water intake is open. The GENERATOR is located in the front of the engine room. Remove the sound shield door and move it to the left to access the dipstick and coolant reservoir. Oil can be added at the top of the generator by removing or lifting up the top panel of the sound shield. The generator controls are located in the main salon breaker cabinet. Toggle the Start switch and hold the switch in that position until the generator catches. (about 5-10 seconds). Make sure water and exhaust is exiting on the port side of the boat aft.

Prior to starting, make sure all individual AC breakers are turned off. After generator is running, turn your AC distribution switch to generator (or ship). Then turn on AC systems as you would on shore power one system at a time.

To turn the generator off, first take off the load by turning off AC breakers. Then turn off main AC distribution switch. Lastly kill the generator by switching generator switch to "off" until it dies.



Generator Shown Behind Engine room ladder. Open and slide sound shield door to left for access to dipstick and coolant reservoir.

House (12-volt) System

Five battery banks support 12-volt DC power: 1) port engine battery 2) starboard engine battery 3) house battery bank 4) Generator battery 5) Bow thruster battery.

The BATTERY SWITCHES are located under the main AC/DC panel. Normally, leave the Battery Switches in the 'ON' position. *Note -- Do not change the position of the switches while the engines are running or the alternator diodes will be damaged. Change positions with the engines off.*



Battery Switches

Auto Bilge Pump Switch in On position

Flare Gun Storage

Your 12 volt panel shows all the systems supported by your batteries. Primarily you will be turning on the breakers for your lights, water pressure, electronics, etc. Bilge pumps should always be left on.

Make sure you turn off Water Heater Breaker if you fresh water supply is low and running out. Damage can occur to the water heater if it goes dry.

House Battery Bank & Switch

The HOUSE BATTERY BANK provides power for all DC systems, except the engines, windlass, throttle, automatic bilge pumps. When disconnected from shore power, all 12-volt devices drain the house battery. Use devices as needed. The DC voltmeter under the salon/cockpit stairs can be switched between Port, Starboard, and House Battery banks to measure charging or resting battery voltages.

When a battery bank is being charged, the voltage will read from about 13.1 volts to 14.4 volts depending upon state-of-charge of the battery bank. When the battery bank is at rest, (that is, not being charged), the voltmeter can give a rough indication of the state-of-charge of the battery bank.

Engine Start batteries are charged by the engine ALTERNATORS while underway. The engine/house batteries are charged by the BATTERY CHARGER when connected to shore power. Ensure the Battery Charger circuit breakers at the electrical panel are ON. The GENERATOR will also charge the batteries.

Voltage (Wet Cell Battery)	Battery State
12.65 volts	100%
12.47 volts	75%
12.25 volts	50%

11.95 volts	25%
11.70 volts	0%

Battery Parallel Switch

Each ENGINE BATTERY is connected to its corresponding engine. However, should one engine battery be insufficiently charged to start its engine, the other engine battery may be momentarily connected to provide a boost. Press the BATTERY PARALLEL SWITCH “PARA START” located to the right of the steering wheel. Turn off after the engines start up..



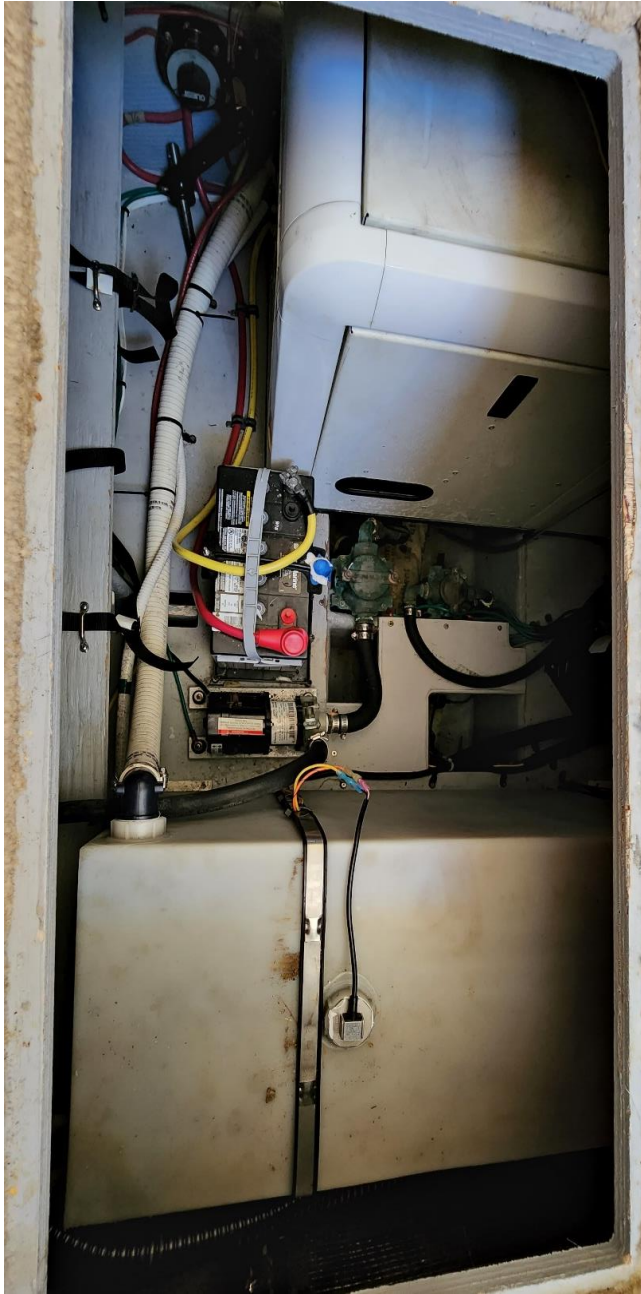
SANITATION SYSTEM

Marine Toilet

It is important that every member of the crew be informed on the proper use of the MARINE TOILET. The valves, openings, and pumps are small and may clog easily. If the toilet clogs, it is YOUR RESPONSIBILITY! Always pump the head for children, so you can make sure nothing foreign is being flushed.

*Caution – **Never** put paper towels, tampons, Kleenex, sanitary napkins, household toilet paper, or food into the marine toilet. Use only the special dissolving marine toilet tissue provided by AYC.*

To use the toilet, lift foot pedal for 2-3 seconds to add a small amount of water to the VacuFlush bowl, if none is present. Press the lever down for 1-2 seconds to flush, allowing it to spring back sharply to reseal. Clean the toilet as necessary.



Holding Tank

The sanitation HOLDING TANK holds approximately 60 gallons. Be aware of the rate of waste production. (about 1 pint per flush) With an overfilled tank, it is possible to break a hose, clog a vent, or burst the tank. The result will be indescribable catastrophe and an EXPENSIVE FIX to you. Empty the tank EVERY OTHER DAY to avoid this problem. Flushing a few ounces of AYC provided deodorizer will help eliminate odors.

The HOLDING TANK is located beneath the Galley floor and may be subject to a visual check with a flashlight or the “watermelon” test by thumping it. There is also an electronic tank watch gauge located inside the salon breaker panel indicates how full the holding tank is.

The holding tank is emptied in one of two ways:

#1 At the Marine Pump-Out Station, remove the WASTE CAP located below the bow rail, PORT side. Insert the pump-out nozzle into the waste opening. Hold nozzle firmly against the deck fitting to ensure a tight seal. Turn on pump and open valve located on handle. When pumping is finished, close lever on handle and turn off pump. Remove from deck fitting.

If there is a freshwater hose on the dock, rinse the tank by adding 2 minutes of water into tank. Then re-pump to leave the tank rinsed for the next charter. This also eliminates head odors.

#2 The tank’s contents can be discharged with the MACERATOR only in Canadian waters. Holding Tank Sea Cock is **always in the closed position**.

To operate the macerator, open the sea cock, turn on MACERATOR SWITCH on the DC electrical panel. Listen to the macerator’s sound. When the pitch becomes higher, the tank is empty. Discharge may be observed on the port side, midships. It should only take a few minutes to empty the tank

NOTE: Overboard discharge capability must remain inoperative while within the 3 mile limit. This is accomplished by closing the macerator discharge thru-hull valve. Refer to the Mechanical Layout Schematic in the Schematic Section of the Silverton owners manual for the location of the valve.

WATER SYSTEM

Fresh Water Tank(s)

The FRESH WATER TANKS hold 94 gallons. There is a freshwater gauge in the salon breaker panel. It is possible to observe the water level directly by viewing the two individual tanks, located in the engine room below the salon. Wastewater from the sinks and showers drains overboard through various thru-hulls usually located under the sinks.

To refill the tank, remove the WATER CAP, located below the bow rail, STARBOARD side. Avoid flushing debris from the deck into the tank opening. **DO NOT** fill water and diesel at the same time!

Fresh Water Pressure Pump

The WATER PRESSURE PUMP is located in the forward section of the engine room. Activate pump at the DC panel by turning on the breaker. If the water pump continues to run, you are either out of water or might have an air lock and need to bleed the system by opening up a faucet. If you run out of water **SHUT OFF YOUR HOT WATER HEATER** on the AC panel. Serious damage can occur!

Hot Water Tank

The HOT WATER HEATER has an 10.5 gallon capacity tank and is available when connected to shore power, on generator, when running the diesel furnace heater (DC), or via a heat exchanger underway. To use on shore power, flip on the water heater circuit breaker on the AC electrical panel. Do not use the water heater if the water tank level is very low. The water heater is located under the Master Stateroom Bed on the Starboard side.

Shower

Before taking a SHOWER, make sure water pressure and shower sump breakers are on. Take only very short "boat" showers (turning off water between soaping up and rinsing). To keep shower tidy wipe down the shower stall and floor. Check for accumulation of hair in the shower and sink drains. An additional FRESH WATER SHOWER hose is located on the swim deck near the power cable cabinet. Ensure that the faucets and nozzle are completely off after use.

A pressured ANCHOR CHAIN WASHDOWN is available from a hose spigot in the bow anchor locker. Turn the spigot handle for water pressure. **Make sure to turn hose off after use.**

Bilge Pumps

There are three bilge pumps on the boat:

Forward bilge pump is located in front of steps to Forward Stateroom

Midship bilge pump is located under the galley floor, beneath and the side of the bilge floor.

Aft bilge pump is under step at aft wall in the master stateroom.

GALLEY

Stove/oven

The stove and oven is electric. Turn on the RANGE breaker on the AC Panel.

Coffee Maker

The Cuisinart coffee maker is located in the cabinet below the cooking range. Paper filters are not required, though you can certainly use if your prefer.

1. **Fill the water reservoir.** Open coffeemaker reservoir cover/lid by lifting it up. Pour in the desired amount of water in the right back corner using the water level indicator on the right side of the coffeemaker.
2. **Add the coffee grounds.** Add ground coffee to the gold-tone filter, paper filters not required. Add 1 level scoop of ground coffee per cup. Adjust amount according to taste.

NOTE: The maximum capacity for ground coffee is 15 tablespoons for this coffeemaker.

3. **Position carafe and plug in unit.** Place carafe on resting plate and be sure coffeemaker lid is closed. Plug coffeemaker into electrical outlet.
4. **Cup preference.** Push the 1-4 cup button if you are brewing less than 5 cups.
5. **Start brewing.** Turn the function knob to Brew, then press the On/Off button on front of Brew dial.
6. **After brewing.** Press power button to turn off.

Refrigerator

The REFRIGERATOR is dual voltage (12-volt and 110-volt power). It will automatically use 110-volt power when the shore power is connected; otherwise, it will operate on 12-volt power. Monitor the use of the refrigerator when the engines are not charging the 12-volt battery system. The local power switch is located above the the front door, with temperature normally set between 2-3. It can be turned down to the lowest position when anchored or moored or turned off when turning in for the night. Minimizing openings helps a lot!

Air Con & Heating Systems

Diesel Heater (DC)

The DIESEL FORCED-AIR FURNACE switch provides heat in the same way as a household furnace. Turn on the TOGGLE SWITCH located forward of the AC/DC panels. Set the White & Gray THERMOSTAT to the desired temperature.

Check The furnace EXHAUST on the port side of the hull near midships, for any obstruction such as fenders or lines. Do not block this opening when operating the furnace. Heat will damage fiberglass or rubber. Once it is on, allow it to run for at least 15 minutes before turning it off. Turn 'off' the furnace heater by turning switch back off.

Reverse Cycle Air Conditioning

The Marine Air conditioning system uses sea water to cool the chiller/compressors. The Main Chiller pump is under the galley floor. The main salon and both staterooms have an independent Air con control. The Air con system only operates on Shore or Generator AC Power. Main Air Con Breakers are located in the Salon AC/DC Panel. When operating Air Con, make sure water is flowing overboard from hull side thru-hulls.



↑ Forward Stateroom Air Con Controls (*Black unit on left*)
Diesel Heater Fan Speed (*Black Unit in center*)
White & Gray Thermostat for Diesel Heat (*top*)



↑ **Salon Heater ON/OFF**

ELECTRONICS

All electronic manuals are in the gray file box under the right salon stereo cabinet

VHF Radio

There is one VHF RADIO, located on the flybridge helm. An auxiliary handset is located in the salon above the stereo. Make sure the BRIDGE ELECTRIC breaker is on, located at the Salon DC panel. Always monitor channel 16 while underway.

Depth Sounder

There is One DEPTH SOUNDER, located on the flybridge To activate the DEPTH SOUNDER, turn on the Furuno chart plotter by press the power switch on the top unit. The below display should automatically power on; if not, press its power button separately. Set the scale, shallow alarm, and deep alarm as desired. The sounder should provide reliable readings in shallow waters. If in doubt, switch it off, then turn it back on to reset sounder. If your reading is blinking, it is a FALSE reading. False readings can occur in depths of more than 200 feet or in areas of strong currents or tides. To turn off, press and hold POWER button about 3 seconds.

*Remember to **ALWAYS** consult your charts for depth!*

To operate the Furuno RADAR press and hold the POWER button on the Furuno chart plotter to turn the radar on, and navigate the menu to radar options (detailed operating manual is located in the gray file box under the salon stereo). To turn off, press and hold POWER button about 3 seconds. Refer to the quick reference card. Remember you are not allowed to travel in FOG or in serious wind conditions..

Global Positioning System (GPS)

The GPS is on the Furuno Chart plotter. We also suggest augmenting with a touch screen tablet or cell phone running Garmin “Navionics” or similar navigation app. There are multiple device holders above the helm and a dual 12V USB outlet on the lower left that is capable of powering.

***Note** -- GPS is considered a navigation aid. Do not rely on it. Compasses, charts, and dividers are the tools to plot position, course, and speed. Charts for Washington and Canada can be found in the the aft cabin under the TV. Divider and parallel ruler are in the salon entertainment cabinet.*

AIS – Automatic Identification System – Tells other boats your location/details and supplies their information to you on the Chart Plotter.

AIS transponder works and can be connected to Navionics on ipad or cell using wifi. NetworkID= Vesper-JT password= turkey31

ENTERTAINMENT SYSTEMS

The Blind Squirrel is equipped with a variety of AV Tech ranging from '00s vintage to the 2020s. Detailed instructions and pictures for each cabin are on the following pages. A summary of available options is provided in the table below.

	In Port (AC)	Underway (DC)	At Anchor (AC)
AM/FM Radio	✓ Flybridge, Salon, Aft Cabin	✓	✓
Bluetooth Stereo	✓ Flybridge, Salon, Aft Cabin	Depends on your cell coverage	Depends on your cell coverage
WiFi	✓ (from Marina)	Cell hotspot	Cell hotspot
Streaming TV	✓ Forward Cabin (from Marina)	NA	NA
HDMI TV	✓ Salon, Aft Cabin, Forward Cabin	✓ Salon (cell streaming possible with good coverage)	✓ Salon, Aft Cabin, Forward Cabin (cell streaming possible with good coverage)
DVD	✓ Salon, Aft Cabin	✓ Salon	✓ Salon, Aft Cabin
Books & Games	✓ Salon	✓	✓

Flybridge—Stereo



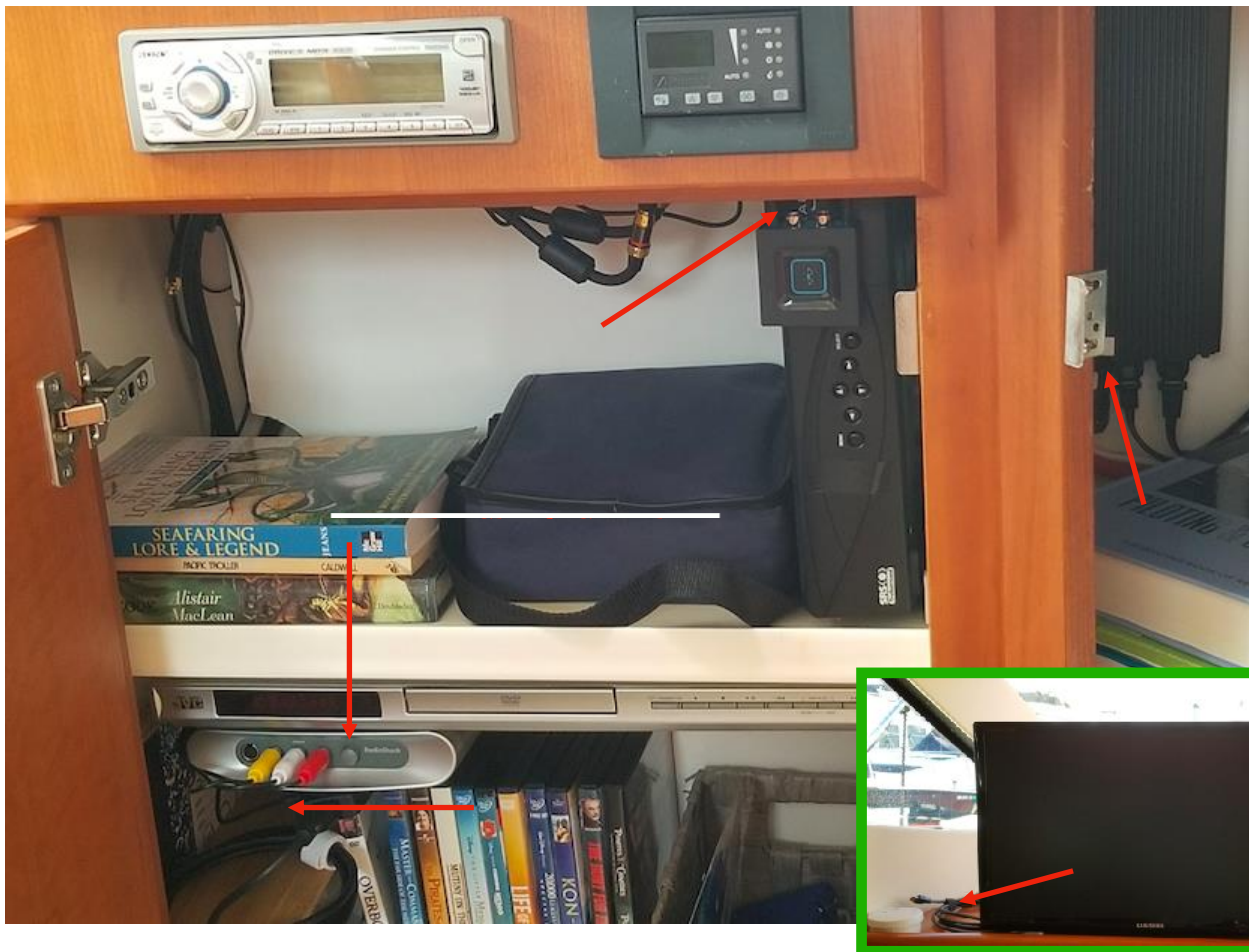
1. AC or DC power (shore, generator, and underway)
2. Red power button on lower left turns unit on
3. Arrow button on top right scrolls through sources (AM, FM, or “BT” (Bluetooth), push large volume button to select
4. For Bluetooth pairing, push large volume button to select BT (display will show “Select Device”)
5. Push Menu button on top left to bring up Bluetooth pairing options
6. Use large volume button to scroll to “Discoverable” box and press large button to place check mark in box
7. You should see pairing request for “RA-70” on your phone. Accept to pair
8. Press Arrow button to return to AM, FM, or Bluetooth
9. Press red power button for 2-3 sec to power off after use



Salon—Stereo

1. AC or DC power (shore, generator, and underway)
2. “Source Button” on top left turns unit on
3. “Source Button” selects AM/FM “Tuner” or “Aux” (Bluetooth)
4. For Bluetooth, press button on top of Bluetooth Adapter, connect cellphone/PC to “Esinkin BT Adapter”
 - If no sound is heard, check that power cord is plugged into top left of Bluetooth adapter
 - Note: for best sound TV Inverter should remain off when using Bluetooth
5. Press “Off” button on bottom right for 2-3 seconds to turn unit off
6. Note: “Aux” setting also plays DVD sound through cabin speakers if Bluetooth adapter is unplugged (see Salon TV)

Salon—TV Options



1. AC or DC power (shore, generator, and underway)
2. Turn on Inverter switch to power up TV , DVD , & Radio Shack source switcher.
3. Sound through TV (automatic) and/or cabin speakers (turn on Sony stereo to “Aux”). For best sound, Bluetooth power cord should be **unplugged**
4. DVD: Radio Shack switcher input button pushed for “**Stereo**” to route picture to TV (“Front & Stereo” for DirectTV)
5. HDMI from PC/Xbox/Chromecast etc.:
 - a. Option 1- Plug into HDMI adapter, Radio Shack switcher input button pushed for “**Front & Stereo**”. (assumes Samsung input already set to “TV”, if no picture change with source button on remote)
 - b. Option 2- Plug directly into TV using HDMI cable (sound through TV only, use Samsung remote to **change source to HDMI1/DVI PC**)
6. Note: Plug in Bluetooth power cord and turn off inverter to when finished
7. Remotes in basket under JVC DVD: Samsung TV, DVD

Aft Cabin—TV Options



1. AC power only (shore or generator)
2. Press “Input” button on **Insignia TV remote** to choose source:
 - a. HDMI-2 input on Insignia remote for PC, Xbox or Chromecast/Roku etc. (cable is under TV, behind drape)
 - b. DVD: Turn on Sole DVD player, Press “Input button = AV” on Insignia remote
3. Sony on “Aux” to play sound through stereo (see Aft Cabin Stereo)
4. Turn off devices after use
5. Remotes: Insignia, Sole’, Sony on shelf behind headboard
6. Power off devices when finished



Aft Cabin Stereo

1. AC or DC power (shore, generator, and underway)
2. Press “Source” on top left of Sony to turn unit on
3. Press “source” to select “Tuner” (AM/FM), “Aux” (TV), or “BT Audio (Bluetooth)
4. To connect Bluetooth, press source to “BT Audio”, then press volume button (“Bluetooth” appears), press again (“Set Pairing” appears), press again (previously connected device name will appear), press AGAIN to overwrite & activate pairing (will see “BTA NO DEV” and small flashing Bluetooth symbol on top right of display”, look for “**DSX-A415BT**” on you device and complete pairing
 - Note 1: Bluetooth pairing menu will NOT appear if another Bluetooth device is currently playing on Sony
 - Note 2: Sony “FM/AM Digital Media Player” manual is in gray file box in “Entertainment” folder if you get really lost
5. Hold “Source” button for 2-3 seconds to turn off unit after use
6. Sony remote on shelf at head of bed

Forward Cabin—TV Options



1. AC power only (shore or generator)
2. Press “Input” button on Vizio remote to choose source:
 - a. HDMI-2 input for PC, Xbox or Chromecast/Roku etc.
 - b. WiFi to stream from Marina or cellphone hotspot using built-in SmartTV (**gear button** on remote, then “Network” to select hotspot)
 - c. USB input for photos
3. Turn off TV after use
4. Remote is below TV on right

ANCHORING

The primary WORKING ANCHOR is a Delta Plow and is attached to 300 ft chain and passed through the deck from the ANCHOR LOCKER. The anchor keeper rope with hook on cleat must be released before lowering.



The MAXWELL WINDLASS MAIN BREAKER is in the forward Stateroom Closet. Main Breaker should be in off position when Windlass is not in use. *Emergency Bow Thruster shutdown is shown to the right.*



There is a Windlass control located on the Flybridge Helm station, but it is preferred that a crew member operate the footswitches on the foredeck.



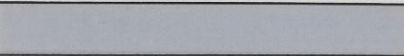






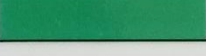


At the bow, tap gently on the 'down' foot control to provide a small amount of slack in the chain. Tip the anchor just over center and gently begin lowering the anchor. If necessary, guide the anchor over the anchor roller to prevent binding on the pulpit. Be careful of pinch points.

Let out sufficient ANCHOR RODE (chain and nylon line) before setting the anchor. Colored markers are placed every 25 feet on the chain indicating the amount of rode. The table below describes the color code system in more detail. (laminated paper copy located in gray file box under stereo) If the anchorage is crowded put down at least a 3 to 1 scope (60 feet for 20 feet of water), back the anchor in with a short burst from the engine. Then let out additional scope dependent upon conditions. Install anchor snubber line bridle from the anchor locker cleat to chain, slack a loop in the windlass side of the chain.

Before raising the anchor, ALWAYS start the engines as the windlass uses large amounts of power. Turn 'on' the WINDLASS SWITCH and take up slack to remove pressure on chain bridle. Remove the bridle from the chain. As the boat moves toward the anchor, press the 'up' control to take up slack line. Give the windlass short rests as you are pulling it up. If necessary, idle the boat forward with the engines by placing briefly in gear to put slack in chain. Place yourself in position to guide the anchor onto the roller. As the anchor rises, be careful not to allow it to swing against the hull. Wash it down if you have a wash down pump before it goes into anchor locker.

Reconnect the keeper between the anchor and the chain. Close the plastic covers on the FOOT PEDAL CONTROLS. Turn 'off' the WINDLASS POWER SWITCH.

A SPARE PLOW ANCHOR is normally stowed under the transom bench. The 200ft SPARE ANCHOR RODE is located in a 5-gallon container in the left storage cabinet under the helm station. Attach the rode securely to the chain shackle.

10 Ft.	1 Ft.	Red	
25 Ft.	6 In.	Green	
50 Ft.	2 Ft.	Silver	
75 Ft.	6 In.	Green	
100 Ft.	2 Ft.	Green	
125 Ft.	6 In.	Green	
150 Ft.	2 Ft.	Red	
175 ft.	6 In.	Green	
200 Ft.	2 Ft.	Green & Red	
225 Ft.	6 In.	Green	
250 Ft.	2 Ft.	Red & Silver	
275 Ft.	6 In.	Green	

Anchor Chain Color Chart

Mooring Cans

Mooring cans have a metal triangle at the top upon which is a metal ring. The metal ring is attached to the chain which secures your boat. IT IS VERY HEAVY. The strongest member of your crew should be picked for this job.

Come up to the CAN into the wind or current as you would for anchoring. Have crew members on the bow, one with a boat hook and one with a mooring line secured like a bow line. As you are coming slowly up to the can have the crew holding the boat hook point at the can with the hook so the skipper always knows where it is. Hook the can and bring the ring up to the boat to allow the second crew to thread the ring with the line. Release the hold with the boat hook. If your mooring line is led out the starboard chock bring the end of the line back through the port chock. You will essentially create a bridle with about 10 feet of slack from the chalk to the can.

BARBECUE

The BARBECUE is mounted on the small balcony off the starboard cockpit.

Attach a PROPANE BOTTLE (found under the cockpit bench) to the REGULATOR. Carefully light the unit, preferably with a long-stem butane lighter or the built-in ignition unit. The barbecue generates a lot of heat and cooks hot and fast. Please wipe with a paper towel when finished to prevent grease and dirt soiling the boat..

Note: Propane bottles are provided by AYC. If you anticipate needing an additional bottle, please ask AYC staff. Caution -- For safety reasons, do not store an opened propane bottle within the salon or engine compartment. Chances are these will leak slightly once opened and propane gas could settle into low spaces. Store these bottles in the cockpit cabinet. Ensure gasoline and flammable materials are not near the barbecue.

DINGHY & OUTBOARD MOTOR

Your 11 foot Achilles DINGHY with a 20hp gas engine is stored on the SeaWise davit system on the swim deck. It has a capacity of about 1300 pounds (motor, equipment, and people). The second oar is stowed in the right side cabinet at the flybridge below the helm, along with additional life jackets. If desired, a Hummingbird fish finder is located in the dinghy extras box under the galley banquette. Simply mount on the bracket next to the steering wheel (operating instructions in the gray file box under the salon stereo, in the “Dinghy” file).

To deploy the dinghy, release the TIE DOWN STRAP on the front, then unclip the retention pin below the davit handle. Crank the handle to lower the dinghy to the water. The motor should rotate into place. Crank the handle a couple times more to create enough slack to be able to release the cable. Then, secure the ENGINE ASSEMBLY to the dinghy transom by turning the large screw with handle left of the engine. Before releasing the clips that hold the dinghy to the swim step you may want to pass the bow line to a crew member. We have found it easiest to release the forward clip first, then the rear. You may need to jockey or bounce the dinghy slightly to ease release of the clips.

Place the dinghy key in the ignition switch and turn to start. While underway, RUNNING LIGHTS and the bilge pump can be activated using the two switches by the helm. Remember to turn off after use. The Hummingbird fish finder can also be helpful as a depth gauge and as a small chart plotter.

To stow the dinghy, reverse the above process, attaching the rear clip first while a crew member holds the bow line to stabilize. If necessary, it is possible to use the davit cable to help lift the rear an inch or two to ease entry into the rear clip. Ensure the retention pins on the swim step and the pin on the davit system are secured and re-attach the forward TIE DOWN STRAP. Double-check that the RUNNING LIGHTS and bilge pump are off to avoid draining the battery. Return the Hummingbird fish finder (if used) to the dinghy accessory box under the galley banquette.

When towing your dinghy, always keep it tight to the boat any time that you slow down or stop. Assign one of your crew members as the “dinghy” person to be responsible for taking up slack. You don’t want to wrap a propeller. Towing a dinghy for long periods or in exposed (and potentially rough) water is STRONGLY DISCOURAGED.

Coast Guard regulations state that any child 14 and under must wear a life jacket in a dinghy. It is a good idea for EVERYONE to follow this rule.

CRABBING & FISHING

Always check the fishing and crabbing requirements before you leave on your cruise. You will need a license. Many areas are CLOSED to crabbing and fishing on certain months.

CRAB AWAY FROM THE BOAT! Lines can get wrapped around props. Fish-flavored cat food or with the pop-up ringed lids or frozen chicken backs work the best for a nice neat way to bait the ring. After 15-20 minutes, retrieve the crab line and ring quickly. Be certain of water depth before lowering crab rings or pots; make certain the buoy line is long enough for the depth. Measure the crabs using the CRAB MEASURING GAUGE normally located in the float kit under the cockpit bench. Keep the male crabs of proper size (usually 6 ¼ inches across the carapace). Boil crabs about 12 minutes to cook.

After using, wash equipment thoroughly with fresh water (available from the cockpit shower faucet). *Note -- Please do not store wet rings and gear inside the boat.*

Safety & Bilge Pumps

SAFETY should be paramount in your daily cruising. A MAN OVERBOARD DRILL should be discussed and perhaps even practiced with a life jacket. Remember your lifejackets are stowed in the forward cabin closet, with spares in the right side storage compartment under the flybridge helm. A few should always be out and ready. A flare gun and whistle are located in the small cabinet under the salon breaker box. Additional flares and safety equipment are located under the flybridge rear bench. A LifeSling overboard rescue system is mounted on the starboard rail outside the flybridge.

Blind Squirrel is equipped with 3 AUTOMATIC BILGE PUMPS (fore, mid, and aft). 3 master switches are located on the electrical panel. Normally, the switch will be left in the AUTO position, and can be checked by briefly depressing to manual and listening for a whirr. You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge.

An **AUXILIARY HAND OPERATED BILGE PUMP** is located under the rear flybridge bench and a set of wooden plugs are located under the salon steps. These are used only in emergency situations.

The **ENGINE SPARE PARTS** are stowed in multiple locations: under the salon stairs, under the galley banquette, and behind the wall panel under aft cabin porthole. Spare oil and other fluids are under the flybridge rear bench. This includes oil filters, raw water impeller, pump parts, injectors, and other small parts.

THRU-HULL LOCATIONS

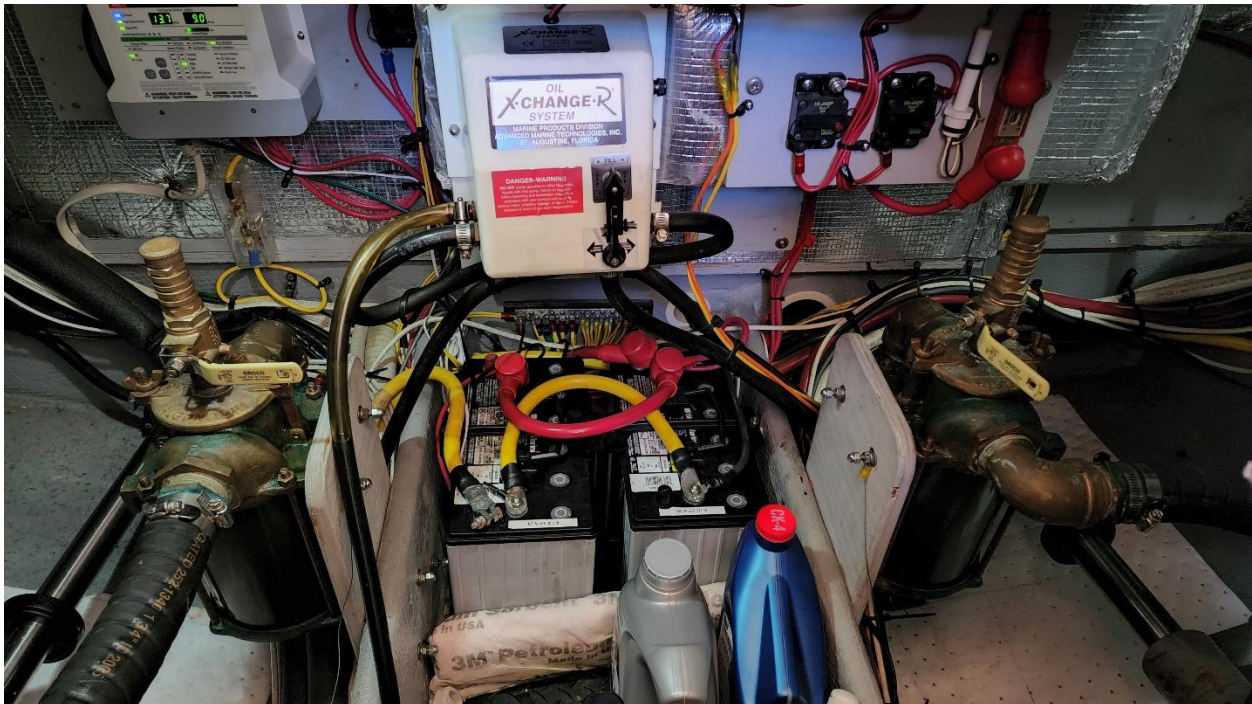
The main engine Thru-Hulls are located aft of each engine with a Sea Cock and Salt Water Strainer. Main engine Sea Cocks are always in the open position.

The Generator, Air Con System and overboard discharge Thru-hulls are located beneath the Galley Floor. The Generator & Air Con Thru-hulls are always in the open position.

The overboard discharge sea cock is always closed, unless you are pumping overboard in Canadian waters.

Sea Strainers

The Main Engine Sea Strainers are in the engine room aft of each engine. In the event of clogging with grass or mud, they can be opened and cleaned. Shut off sea cock at hull, open top of sea strainer and remove the basket. Clean and replace. Close top and **MAKE SURE TO OPEN SEA COCK** for water flow to engines.



Main Engine Sea Strainers ↑ *Generator and Air Con Sea Strainers are located beneath Galley Floor.*