OPERATION MANUAL

Hanalei

Jeanneau Sun Odyssey 44i

Welcome Aboard!

We are happy that you have chosen Anacortes Yacht Charters and the vessel Hanalei for your vacation. We hope you enjoy your cruising experience in the lovely islands of the Pacific Northwest.

This manual will help you become more familiar with your boat. If you have any further questions, about the boat or your itinerary, please do not hesitate to ask the AYC staff.

Remember our vessels are non-smoking boats. But please feel free to smoke out on deck.

Bon Voyage!

The Anacortes Yacht Charters Staff

Table of Contents

BOAT OPERATION

Engine Inspection

Remember your "WOBBS" every morning. (Water (Coolant), Oil, Bilges (Inspect and Pump-out), Belts, and Sea Strainer. Check the level of COOLANT in the expansion tank. Check the level of your engine oil with the dipstick. Your dipstick is located on the starboard side of the motor. There is access through the removable panel opposite the starboard aft head. Look at the etch mark on the dipstick that indicates proper levels. DO NOT OVERFILL! Fill only if oil level is below the ½ mark. Check the general condition of the hoses and belts.

Ensure the RAW WATER THRU-HULL is OPEN! (T-handle on valve located on the sail drive). Check the sea strainer for debris. If necessary, close the thru-hull, open the strainer lid, clean out debris, and reassemble. REOPEN the Thru-hull!

Start Up

Hanalei has a 54 hp Yanmar engine with a 3 bladed prop. There is an ignition, throttle and transmission control in the cockpit at the starboard helm. The vessel cruises at 2000 rpms to a speed of 7 knots. Running your engine much above that will burn a lot more diesel at the gain of very little boat speed.

The boat has a very small prop walk to port in reverse with not too much noticeable effect in forward. When in reverse, be careful to keep a firm grip on the wheel. Use only low rpms in reverse.

To start engine, place transmission in the neutral position (straight up). If the engine is cold, first preheat it by pressing the glow plug button (upper left) for about 15 seconds. Push the starter button (upper right) to start the blowers. Let the blowers evacuate any vapors, then press the start button a second time. After the engine starts, warm it up for about 5 minutes at about 1000 rpms. Check the port side transom for water and exhaust as an indication that your thru-hull is open and water is keeping your engine cool.

Do not hold the start button for more than 15 seconds at a time. If the engine does not catch the first time, wait about 15 seconds before trying again.

After the engine starts, warm it up at about 1000 rpms for about 5 minutes. Observe the warning lights at the top of the engine panel.

Note: If a warning light appears, shut down engine and look for problem. Was there a lack of water exiting with exhaust? Are thru-hulls open and debris cleared from sea-strainer? If problem keeps occurring, call AYC Service.

Shut Down

Before shutting down, let engine idle for about 5 minutes to cool. Ensure the gearshift is in the neutral position and the throttle is in idle. Turn off the engines by pressing and holding the lower left button. When the engine stops and the alarm sounds, press the lower right button.

Getting Underway

Disconnect the shore power cord (see AC Power next page). Close portholes, windows, and hatches. Turn on VHF and electronics. Assign crewmembers to their tasks. Put one crew member (the "dingiest" member of course!) in charge of the dinghy if it is under tow. It needs to be kept on a tight leash when in the marina. Once outside marina, have crew members bring in fenders and put lines away.

Cruising

Slowly come up to cruising speed of 2000 rpms where you will cruise at approx. 7knots, using only 1 gallons of diesel/hour. Using excessive rpms will only give you a ½ knot of speed and will only damage the engine. Speed will vary depending on weight, load, and weather conditions

Docking

During docking, give clear instructions to the crew on what you will expect of them i.e., with lines and fenders. Always come into the dock slowly allowing for any wind or tide. If you have a choice, dock on the port side because as you put the transmission in reverse, she will pull to port sucking you in closer to the dock.

Have the bow, stern, and spring lines ready. If you are short on crew, lead the lines to the mid section of the boat (where it is fattest) where your crew member can easily step off with one of the lines, secure it, and quickly grab the next one.

As you are approaching the dock, have your crew call out distances to the captain (i.e., 20 feet, 10 feet, 3 feet etc.). This will help with a successful landing.

If you find you are too far from the dock, DO NOT have your crew jump! Back out and do it again. Disaster will follow if someone falls in the water.

Fueling Up

You will need to fill up upon completion of your charter. Your fuel tank holds 64 gallons. You should have a rough idea of the number of gallons you will need to add to your tank. (i.e., you use 1 gal per hour and have run 18 hours = 18 gal.)

Open the fuel filler cap located portside aft with a winch handle. MAKE SURE YOU HAVE DIESEL! Make sure it is going into the right deck fill! DOUBLE-CHECK! Before pumping, have your oil/fuel sorb ready to soak up any spilled fuel. Do not add water at the same time.

Put the Diesel nozzle into the deck fitting and pump slowly listening to the sound of the flow. Pumping too fast may not allow excess air to escape, which will lead to spillage out the vent. As the tank fills, the sound will rise in pitch or gurgle. Pay attention to the vent that it does not spill fuel into the water. Top off carefully, catching any spillage with your sorb. Take your time. The last 3 or 4 gallons are slow.

Check your gauges. Replace the deck fill caps and clean up any spatter and wash hands thoroughly.

BOAT ELECTRICAL

The electrical system is divided into two distribution systems: 110 volt or AC and 12 volt or DC. The systems are controlled from the electrical panel located at the navigation station and the battery switches located under the bed in the port side aft stateroom.

When not connected to shore power your batteries provide all of your electrical power. Therefore, the use of onboard electricity needs to be monitored very carefully. Turn off electrical devices when they are not being used (lights, instruments, etc.)

110 Volt or AC (Alternating Current)

Shore Power supports all AC equipment and receptacles on board as well as the battery charger.

To connect to shore power, plug the power cord into the boat and then into the dock receptacle. Check your power rating/plug size of the dock receptacle (i.e., 30amp, 20 amp etc.) Secure the cord around the shore power electrical receptacle and off the bow (i.e., wrap around bowline a few times) turn the dock power breaker on. Your breakers for the 110 volts circuits should be turned off before connecting or disconnecting from shore power

On the boat, turn the shore circuit breaker on at the electrical panel. Turn on appropriate breakers for battery charger, refrigeration and water heater. Watch your voltmeter for load. If the load exceeds the amperage, it will pop the breaker. If this occurs, wait to turn on one of your systems (i.e., water heater) until the use of power decreases.

House 12-volt System

Three battery banks support your 12-volt system: #1 Engine Start, #2 House battery and #3 Bow thruster and Windlass batteries. House and engines batteries are located under starboard stateroom mattress. Normally you will leave the switches on.

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

When disconnected from shore power, the 12–volt systems will drain the battery especially when at anchor. Monitor your batteries very carefully. The DC voltmeter on the DC panel can be switched between your battery banks to measure battery voltage. Typically, the bank should read from about 13.0 to 14.5 volts when being charged. While at rest, your voltage will drop as indicated in the figures below.

All your batteries are charged while underway by the alternator. The engine and house batteries are charged by the battery charger while connected to shore power. Ensure that the charger is on.

Voltage	Battery State of Charge		
12.65 volts	100%	12.25 volts	50 %
12.47 volts	75 %	11.95 volts	25 %
		11.70 volts	0 %

SANITATION SYSTEM

Marine Toilet (Jabsco)

It is imperative that every member of the crew be informed on the proper use of a marine head. The valves, openings, and pumps are small and will clog easily. If the head gets clogged, it is your responsibility! Always pump the head for small children so you can be certain of what is being flushed. *Note: Never put in paper towels, napkins, sanitary products, household T.P., or food into marine heads.* ***Use only marine T.P. provided by AYC****.*

To use toilet, move selector switch to the "wet bowl" position. Pump the handle 3-5 times to wet the bowl. After using head, pump to remove waste from bowl (approx. 20 times). Then return selector back to "dry bowl" position and pump for a few times until bowl is dry. Your toilet raw water intake is located behind the access covers if you should need to shut off the water to the toilet.

Should the toilet squeak or be a bit sticky to pump, lubricate with a couple of squirts of dish soap or salad oil. Put in bowl and pump 2-3 times to get it to pump and leave overnight. Again, leave in the "dry bowl" position.

Holding Tanks

Your sanitation holding tanks holds 15 gallons per head. Be aware of the rate of waste production (about 1 gallon/flush). If you overfill your tank, you will break a hose, clog a vent, or burst the tank which is an indescribable catastrophe! And a very expensive fix for you. Empty the tank at least every other day to avoid any problems.

The holding tank is located behind wall panels. The only tank that can be visually checked is in the V-berth head.

The holding tank is emptied in one of two ways:

#1 At the pump-out station, remove the deck waste cap. Insert the pump-out nozzle into the waste opening. Double-check that you have the right deck opening! Turn on the pump on the dock and open the valve on the handle of the hose. When pumping is finished, close lever on handle and turn off pump. Remove from deck fill. If there is a fresh water hose on the dock, rinse the tank by adding water for 1-2 minutes. Then re-pump to leave the tank rinsed and clean for the benefit of the next charterer. This also eliminates any head odors.

#2 The tank's contents can also be discharged at sea by opening the ball valve located behind the access covers. *Note: Overboard discharge is only allowed in Canadian waters. It is illegal to discharge overboard within U.S. waters.*

WATER SYSTEM

Fresh Water Tank/ Pump/ Hot Water Heater

The fresh water tanks hold 154 gallons and is located starboard aft and forward on port side. Observe the water level by checking the monitor gauges at the electrical panel. Waste water from the sinks and showers drains overboard through various thru-hulls usually located under the sinks. To fill the tanks, remove the deck water fill cap located starboard aft (tank #1) and forward port side (tank #2). Fill the tank avoiding flushing debris into the tank. Do not fill water and diesel at the same time! A manifold to switch tanks is located under the back center settee cushion. Only open 1 tank at a time!

The water pressure pump is located behind the center settee cushion. Activate the pump by turning on the breaker at the DC panel. If when in use, the pump continues to run, you are either out of water or have an air lock which can be corrected by opening a faucet. If you run out of water, shut off pump and turn off hot water heater on AC panel. You can cause serious damage to the heating element.

The hot water heater has a 5-gallon capacity. It is heated when the AC breaker is on while connected to shore power or when the engine is running. Do not use the water heater if the water level is low. The water heater is located under the settee center cushion.

Shower

Before taking a shower, make sure the water pressure and shower sump pump breakers are on. The shower sump pumps are controlled by pressing buttons located on the cabinets. Take short "boat" showers by turning off the water between soaping and rinsing. Please wipe down the shower stall and floor when finished to keep shower tidy. Pick up any accumulation of hair in the drains as it clogs the hoses. Ensure that the faucets are tightly turned off after each shower to save water. There is also a transom shower located at the starboard helm.

GALLEY

Propane

The boat is equipped with a pressurized propane system for cooking. The propane tanks are located at the port helm. Open the tank valve. Then turn on the propane solenoid switch in the galley just below the sink. When lighting the first time, allow a few seconds for the gas to travel from the tank to the stove. You need to hold in the control valve when lighting until the thermo-coupler warms up.

To ensure safety, turn off the propane solenoid switch, the propane at the bottle.

Refrigerator

The refrigerator operates on 12 volts. Carefully monitor the use of the refrigerator when the engine is not charging the 12-volt system as when you are at anchor. AYC will supplement you with a block of ice. Keep the fridge off at night! Use a cooler when possible for all your drinks to keep the refrigerator door closed as much as possible. The fridge pump-out switch is located just under sink.

ELECTRONICS

There is a Standard VHF radio located behind the panel just left of the Nav Station. There is also a hand-held VHF radio located in the charger station and the Nav Station. Make sure the breaker is on at the DC Panel (electronics). Always monitor Channel 16 while underway.

There is an Autohelm Tridata depth sounder located on the binnacle. To turn on and off the Chartplotter, Auto Pilot and Instruments the DC breaker at the electronics panels is used. The sounder is reliable in waters less then 200 feet and at slower speeds. If your reading is blinking, it might be a false reading due to excessive depths or strong currents! Watch your depth carefully in cruising unknown waters that might have rocks or obstacles.

There is a stereo located behind the second panel left of the Nav Station.

ANCHORING

Your primary working anchor, a plow, is attached to 150 feet of chain and 100 feet of line. Turn on the anchor windlass with a breaker located under the aft port side stateroom mattress. Be sure to always have your engines running.
Turn off the breaker when finished.

A spare Danforth anchor is located in the starboard cockpit locker with spare rode.

BOW THRUSTER

The Bow thruster is a very useful tool. The breaker for the bow thruster is located under the bed in the port side stateroom. The breaker must be on and to activate the bow thruster both the buttons at the starboard helm must be depressed and held for one second. Depress the button on the side that you want to move the bow toward. The bow thruster is very effective and should be used in short bursts. Bursts of more than 5 seconds will cause motor heat and possible damage. To turn the bow thruster off, both buttons are depressed for one second and two beeps will be noted.

SAILS AND RIGGING

There is a 120% Jib on a roller furler. The furling line runs on the port side to the cockpit. To unfurl the headsail:
1 Un-cleat the furling lines
2 Wrap the sheet around the appropriate winch
3 Pull the sheet aft while applying some tension to the furling line
4 cleat when it is fully out or when to point of appropriate reef

To furl the jib, apply slight tension on the jib sheet while pulling in the furling line until there are 2-3 wraps of the sheet around sail. Jib sheets are led back to the cockpit to two winches. Adjust fairleads forward in heavy air, aft in light wind.

The Mainsail is fully battened with lazy jacks and stored on the boom in the sail bag.

Jib sheets, reefing lines, halyards, and traveler are all lead back to the cockpit. There is a solid boom vang. There is no spinnaker or whisker pole on board. Please use the topping lift located at the mast to raise the boom to its usual position after sailing.

BARBEQUE

The Barbeque and mounting bracket are stored on the aft rail.
Attach the propane bottle and regulator; usually found in the cockpit table hinged compartment. Carefully light the unit. This Barbeque cooks fairly hot and fast so keep a good eye on your food. Please, wipe it down with a rag or paper towel before storing. *Note: Ensure that propane, outboard gas or any other flammables are not near barbeque*.

DINGHY AND OUTBOARD MOTOR

Your 10' 6" dingy is equipped with a 6 hp Mercury engine. If not on the dinghy it is stored on the rail bracket which has a capacity of 1050 pounds.

After the dinghy is in the water and readied to go (PFDs etc), open the vent in the fuel tank and choke the engine once while starting. Make sure outboard is in neutral. While there is an extra outboard fuel tank on board. Remember to vent tank before hooking up the fuel line. A fuel tank that is not vented will flood the motor. The outboard motor is a 4-cycle engine and runs on gasoline. There is no need to mix the fuel.

Please use extreme care in beaching your dinghy. Make sure the engine gets tilted up a safe distance from shore so the prop does not hit the bottom or shear the pin. Do not drag the boat on the beach. Please lift it up with your crew. Make sure it is secured as the tide comes in fast in this area.

When returning to the boat, leave your shore shoes in the cockpit and slip on your deck shoes or slippers to keep the boat neat and tidy.

OTHER NOTES

Safety should be paramount to your daily cruising. A man overboard drill (person?) should be discussed and practiced with an unlucky PFD as the victim. (please rinse and dry afterward before stowing). Remember that your lifejackets are stowed in the port side cockpit locker. A few should always be readily available. Flares and other safety equipment are located under the first settee cushion.

Always have a sharp lookout posted for logs, deadheads, or other flotsam and jetsam. A log hitting your prop can ruin your vacation. As you are traveling, the debris does seem to gather along current lines. It is sometimes best to go around these areas and miss the "mine fields".

Hanalei is equipped with numerous automatic bilge pumps that can be activated on the DC panel. The switch should normally be left in the "Auto" position can be switched for a minute or so to "manual" to pump the bilge. If you continually hear the bilge pump running, check your bilge! You may have a serious problem!

An auxiliary hand-operated bilge pump is located just forward of the starboard helm and is operated by pulling up on the handle then operating the pump. This is used in an emergency situation.

The engine spares are located in the first settee compartment. They include extra oil filters, impellers, head pump, etc. Extra oil and coolant is located in the cockpit locker just behind the starboard helm.

Crabbing is fun but requires the correct license and season. Please be sure not to crab off the stern as the crab line can easily get tangled in your prop as you swing with wind or current. You certainly don't want to be the person who has to dive over and cut the line out of the propeller. It is best to use the dinghy to set your crab pot/ring away from the boat. A partially open can of seafood cat food works well as any other bait and is less messy. Please clean up any seaweed or crab shells afterwards to keep the boat neat and tidy.

Please note that there is a detailed Jeanneau factory manual located at the Nav station in a compartment just below the table to the left. This manual has detailed diagrams of all the systems on Hanalei.