



WELCOME ABOARD!

Thank you for choosing Leilani for your charter vessel.
She's a great boat that we use personally for months a year.

All boats have personalities and idiosyncrasies. I'll try to cover both the bottom line operation of the Bayliner 4087 and some of the unique features of Leilani. If you give us feedback for changes for the manual and the boat in general, we'll try to improve.

IT'S INVALUABLE TO READ THE MANUAL BEFORE VENTURING OUT.

And the full range of systems manuals can be found beneath the aft dinette cushion.

Anacortes Yacht Charters
1-800-233-3004

Coast Guard Call Channel 16
Call numbers Leilani 1062604

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General

A. Specifications

LOA	43' 7" (including swim step & bow pulpit) LWL37' 9"
BEAM	13' 11"
DRAFT	3' 9" (HULL 2' 8") BRIDGE
CLEARANCE	15' 5"
WATER	77 gallons + 11 gallon in hot water tank
FUEL	220 (110 PORT + 110 STBD)
HOLDING TANKS	66 gallons (33 gallons (fwd) + 33 gallons (aft))
DISPLACEMENT	26,000 Lbs.

B. Safety Equipment

FIRE EXTINGUISHERS - 4 Onboard: Please locate them visually so you know where they are in the event of an emergency. One mounted in the galley, one starboard side aft cabin, one port stanchion aft deck, one engine room forward bulkhead.

LIFE JACKETS – 8 adult PFD's, 3 type II youth PDF's--aft deck storage compartment and large igloo ice chest aft deck.

THROW RINGS – 2 mounted -one on rail on upper aft deck and one life ring on lower deck/entrance deck. Life lines, hand flares, orange smoke and flare gun, fire blanket, emergency ladder, light sticks, emergency port/starboard light, 5 to 1 block and tackle system for use with life ring in Igloo ice chest.

FIRST AID KITS - stored in both heads and in storage locker in aft deck.

FLASHLIGHTS - one located at salon helm and head light in starboard pin rail.

SMOKE / CO Detectors- one located in each stateroom.

SMOKING – Leilani is a smoke free vessel. Thank you for not smoking on board.

Thru hull plugs are under dinette settee.

**** CAUTION****

Use fog horn at times of decreased visibility

With all the debris we are forced to boat through, we ask that you observe a few simple rules of running:

- Don't run fast into the sunset or sunrise, as sparkles on the water hide floating debris.**
- When running fast, always operate the vessel from the upper helm.**
- A copy of Chapman's "Piloting & Seamanship" is aboard for reference.**

Debris will be pushed away from the semi-displacement hull when running slowly and avoid damage to the running gear. A careful lookout will avoid costly damage to the props and/or shafts and worst of all potentially ruin a well-planned and deserved vacation. Hopefully you will never be involved in a boating accident but, if you are, remember that an accident report may be required. Your charter captain can provide further information, if necessary.

Please remember that if you are involved in an accident, even a one boat accident, you are required to render assistance and file a report....CG-2692 (Rev 4-97) if there is loss of life; serious injury or damage >\$2,000.

**Anacortes Yacht Charters 1-800-233-3004
1-360-293-45**

Coast Guard call numbers of Leilani 1062604

Engines/Fuel

A. Specifications

Twin Cummins Turbocharged Diesel - 250 HP

2200 Max RPM- 12 knots(14 MPH) -slack tide.

Leilani Fuel Economy

Fuel consumption: For best economy cruise, we recommend operating both engines between 1000 and 1200 RPM (8-10 mph) burning around 3 miles per gallon of fuel (with slack tide) or approximate \$1.68/mile. The faster you go, fuel mileage will be less dramatically. Max cruise at 2200 RPM 14 Kts -1.0 miles per gallon of fuel or approximately \$5.00 per mile

Fuel

* * * * CAUTION * * * *

Use Diesel #2 Only!

WARNING: The skipper must supervise all fuel filling. Be sure you are putting fuel into the fuel tanks and not into any other tanks. There are multiple fill ports on the boat deck.....Two for fuel, two for holding tanks and one for potable water. The deck plates are clearly marked, but exercise caution. Also, be sure you are filling with Diesel, not GAS! Avoid spills; don't trust the fuel gauges entirely and do not attempt to operate

the vessel with less than ¼ tank per side.

A fuel manifold is located in the engine compartment and allows fuel to be drawn from either tank to feed either engine or both engines. This is useful in the unlikely event that the fuel in one of the tanks is contaminated and this tank must be isolated. In normal operation all valve handles should be in the “DOWN” position.

Pre-Start

Engine access is obtained by lifting the hatch covers in the main salon, and through the access panels in the aft stateroom & mid-cabin. This access is for checking oil, transmission fluid and coolant levels. Battery access is also available through the mid-cabin (2 access panels). House batteries are located in the aft lazarette.

1. CHECK OIL: Dipstick marks are separated from full to add by **2 quarts**. When the dipstick reads ‘add’, two quarts are needed. Halfway between would require one quart. Diesel engines are particularly sensitive to overfilling or low oil levels. **Please be careful.**
The transmission dipsticks can be reached through the rear access panel. The sea strainers can be reached from here as well.
2. VISUALLY INSPECT belts, hoses, mounts, sea strainers, fuel filters and coolant overflow tanks.
3. COOLANT. Coolant should be visible in the expansion tanks. If not, you can

check coolant tank by removing the cap. Add coolant as required to reach the cold line.

4. BATTERIES. Ensure battery switches (located to starboard of the lower helm station) are in the "on" position.

Start

1. Be sure all engines' transmissions are in neutral and throttles in idle position. **The engines will not start unless you are securely in neutral.**
2. Turn key clockwise one click, light will come on indicating preheat is engaged and alarm will sound indicating low oil pressure. Allow up to 30 seconds for preheat (preheat light will turn off), then turn key fully clockwise to engage starter. Engine start should be rapid. Once started, the alarm will stop. Immediately advance throttle to ~800 rpm until warm. Note: Engines may be started and operated from either the Bridge station or the lower helm station.
3. Repeat steps 1 & 2 for the second engine.
4. Visually check overboard exhaust for water flow.
5. Warm engines for approximately 5 minutes before attempting to maneuver to avoid the possibility of stalling an engine. Run at least 15 minutes at slow speed (~800 rpm) to allow engine to come to operating temperature (~185 deg F) and then apply power as required.
6. Diesel engines use a lot of air. A blower switch is located on the control panel which can be engaged to assist with air exhaust from the engine room.
7. If an engine warning alarm sounds (possibly due to low oil pressure or high water temperature normal readings are 40-60 psi for oil pressure and 185 deg F for water temperature), shut down the engine immediately. If it is overheating, start troubleshooting with the sea strainers.
8. **Constantly monitor oil pressure, engine temperature and fuel levels.** Note: If an engine cranks hard or appears to have a weak battery, a parallel battery switch, located on the instrument panel, can be engaged to allow both engine batteries to assist with engine starting.

Departures

1. Turn shore power breaker "OFF" at the panel on the dock.
2. Disconnect shore power and store cord and adapters in the aft lazarette.
3. Power panel: Ensure batteries are charged and 12V DC breakers are "ON".
4. Once power is disconnected press inverter on/off button on the MAGNUM energy pad.
5. Take the cover off the Furuno navigation computer on lower helm and turn on all

electronic navigation devices.

6. Turn on both VHF radios and tune to channel 16. Key for fly bridge radio compartment needed.

E. Shifting

Get comfortable with the shifter levers positions on the helms. Shifters are in the 1 and 4 position, the throttles are in the 2,3. get comfortable with the feel of this.

1. Shift only when the engines are at idle to avoid transmission damage.
2. PAUSE momentarily in neutral when shifting from forward to reverse or vice-versa.

F. Engine Shut Down

Idle engines at least 5 minutes to allow cooling of the turbochargers. DAMAGE can occur if hot engines are immediately shutdown after running at cruising speed.

Galley

A. Stove/Oven

1. **Propane is heavier than air and very explosive. Use extreme caution.** The propane tank is located in the white locker on the upper aft deck. The propane tanks are filled regularly.
2. When changing tanks, remember the threads are reversed, or left hand threads. To loosen, turn CCW and CW for tightening. When tightening, lubricate the threads and be careful not to over-tighten. Leak-check can be performed by spraying a soap and water solution on the connection and look for soap bubbles.
3. To Operate:
 - a) Ensure all burner control knobs are in the "Off" position.
 - b) Open (CCW) the valve on top of the propane tank
 - c) Turn the "LP Gas" solenoid switch on (located on cabinet between stove and sink.)
 - d) Push and turn burner knob ¼ turn CCW; allow air to purge from line; hold-in and repeatedly push the "burner ignite" button until ignition occurs. Continue holding the burner knob in for a few seconds to allow sensor to register flame. If burner ignite button does not work, burners can be lit with a match or BBQ lighter (located in the kitchen drawer w/ silverware).
 - e) One burner should be lit before lighting the oven to help with gas flow. To light the oven, turn the knob to the desired temperature setting, push in the red "Oven Safety" button and hold a flame next to the pilot light/heat sensor at the end of the burner on the right hand side. Once it lights, continue to hold the

button in for a few seconds. When you release the button, the oven pilot light should stay lit. If not repeat process holding the “Oven Safety” button in longer.

- f) It is recommended that the “LP Gas” solenoid be turned off after each use of the propane stove/oven and that the propane tank be shut off.

B. Water System

1. Check the water level monitor located on the electrical panel. Fill the system as required using the white hose on board. Purge the hose prior to filling water tank. Be careful not to drop or lose the cap. Once the tank overflows, recap the tank.
2. **Water fill is located on starboard side of the deck, just aft of the “Waste “deck plate. Please do not confuse the two...it could ruin your trip!** Be careful when you unscrew fill cap so it doesn't get away from you.
3. DC master circuit breaker must be switched on to use the pressurized water system. Engaging the Water Pump switch will turn on the water pump and activate an amber light on the panel. You will hear the pump running, attempting to pressurize the system. If it does not shut off within 2 minutes it probably cannot establish system pressure. Troubleshooting will be required. When not using water regularly, for instance at night after showers etc., it is recommended to turn of water pressure switch at DC panel to avoid the nuisance of pump recycling at night.
4. **Hot Water.** There are two ways to heat the hot water tank.
 1. When **motoring** the engine cooling system heats the hot water tank.
 2. When plugged in to **shore power** the hot water electrical heater can be turned on by switching on the hot water breaker on the main panel.
 3. Otherwise, cold water will come out of the hot water taps.
 4. The hot water system must have water in the tank or damage to water heater/tank may ensue. Open a hot water faucet to eliminate air in system and fill hot water tank while hot water heater is off.

Micro wave and other plug in appliances: These are 110 AC powered and operate on shore power or inverter operation is required. See battery charging/life notes.

C. Refrigerator-approximately 15 CF

Operates on both AC and DC when off of shore power.

1. At anchor, the refrigerator is the biggest house battery drain. Typical usage will drain about $\frac{1}{3}$ of the house battery capacity per day. Since the house batteries were upgraded, this is typically not an issue, however hard usage of the refrigerator by filling it with warm stuff or leaving it open, could

cause a bigger drain on the house batteries. When motoring or on shore power this is not an issue.

2. The temperature control, on/off is in back of main frig compartment. Start with 3 and adjust from there.

At the conclusion of your trip, please leave the refrigerator running, with temperature setting midway and door closed.

Heads/Plumbing

A. Heads

Onboard the vessel the plumbing is entirely different. The hoses transfer the waste and reduce it to 1" in diameter. Pamper the marine head and your trip will be much more enjoyable.

The heads are electric and use salt water. It is a 2 step process.

1. Only flush human waste down the heads and marine quality toilet paper in toilet-period.
Dispose of other items in the trash.
2. **Do not flush tampons, Kleenex, sanitary wipes, hair, makeup remover pads, baby wipes etc. down the marine toilets.**
4. **TO FLUSH, There's a foot pedal to left of toilet , one tap fills the bowl with approximately ¼ gallon of water. Do your deed and tap foot pedal again. Another ¼ of water fills tank with little more water, than there's a pause and then magically a macerator suction pumps evacuates the deal into the waste tanks.** A toilet brush has been installed next to the head to assist with cleaning. Sometimes a third tap of the toilet foot pedal, which adds clean salt water to bowl, is needed to facilitate the cleaning with the brush.
5. If an odor develops there are supplements on the vessel in the heads that can be added to the marine system, please read and follow the directions. Each of the 2 holding tanks are 33 gal.- approximately 60 uses per head before waste pumping is needed.
6. **WARNING: Make sure all guests are versed in the proper use of the marine toilet system. Nothing can ruin a trip faster than an inoperative toilet due to being plugged by material that should never have been put there in the first place.**

Showers

1. There are three showers on board: At the aft swim platform, in the aft head and in the forward head.
2. The showers discharge into a bilge area where a separate sump pump transfers the water overboard. If you do not notice water being pumped overboard, an inspection of the sump in the rear lazarette-port side- may be required to determine the cause of the problem; most likely hair preventing operation. Simple cleaning should restore operation.

Holding Tanks

1. The holding tanks are located (1) under the floorboard at the forward end of the aft stateroom and (2) under the mid-ship berth.
2. Note: The “Tank watch” light is on a panel in each head. These lights will alert you when the holding tank is full. When the “Tankwatch” light comes on the crew should not attempt to use the head “one more time” but use the other head until the full tank can be emptied. This cannot be overemphasized!! Just “One more use....” can turn into an ugly disaster.
3. To empty the holding tanks: (a) At a marine pump out station.... use the deck plates labeled “waste” at the starboard aft deck, for the aft holding tank; and the starboard mid-ship deck for the forward holding tank. After pumping, following the directions located with the bright orange pump, hose off the deck plates, partially fill the holding tanks with water and empty again to minimize the potential for odors occurring. Finally, flush some deodorant chemical into the tanks to ready for the next use.

(b) In open water in Canada the macerator overboard pump is allowed.

D. Thru-hull Plumbing and Y-valves

1. The marine heads draw salt water for flushing from thru-hull fittings. The valves are open when the handles are pointing up (away from the hull) and ready for flushing. (Valve handles will normally in the open position but should be verified prior to operation of the vessel.) The forward head thru-hull valve is located at the forward end of the engine compartment. The aft head thru-hull valve is located under the aft shelf, on the port side, in the aft cabin.
2. A floor hatch is located at the bottom of the stairs to the forward cabin. Under the floor hatch is access to the Y-valve, shower sump for the forward head and a bilge pump. The seat, to the stern of the aft cabin, lifts up to reveal the aft Y-valve. The valves are labeled with “Overboard” and “Holding Tank”. When placed in the “Overboard” position, black water will be directed overboard from the marine toilets, which is illegal in inland waters in the US. These valves have been

permanently fixed in the “Holding Tank” position, which is what a Coast Guard inspection will require. A fine is possible for removing these retainers.

3. To empty blackwater in open water-move the affected 'Y valve to the overboard position. Have a crew member stand at the waste starboard either mid -ship or aft quarter and observe water flow. Go to DC panel and hold the both buttons -each tank has 2 buttons. When the observer watching the out flow sees no waste she/he communicates to the person at panel to stop pumping so that pump doesn't get damaged. Repeat procedure for other pair of bottoms /tank.
4. When in USA waters, the skipper must see the valves are in closed position and zip tie closed.

Cabin Heat

1. Cruise Heat

This is the fan that blows through a Red Dot hot water heating system attached to the port engine. If the engine is hot, it will blow in hot air. If not, no heat! The switch is located on the wall to the left of the stairs into the forward cabin.

2. Diesel Furnace

This boat is equipped with a diesel hot air furnace. The thermostat is located in the main cabin to the left of the VHF radio. A breaker switch is located behind engine room access panel in aft cabin, mounted on port side.

To operate the furnace, the on-off switch is located on the thermostat panel. To operate the thermostat, turn to the on position and rotate dial clockwise. Within a couple of minutes, you will hear the furnace kick on. **The diesel furnace will put out a lot of heat at a low setting.**

WARNING: The diesel furnace produces very hot air. It is very important to not block or obstruct the hot air ducts as furnace hot air is up to 180 degrees F, which can melt or burn objects placed too closely. Obstructing air vents will cause the heater system to overheat resulting in system damage and potentially a vessel fire. Cabin return air is under the kitchen oven. See that vents, particularly the main cabin vent by stairway is free of obstruction. The heater burns very hot so start on low setting. You may see smoke for few minutes on starting. There is a clicking ignitor sound that you may hear at night.

If for any reason you smell smoke after initial few moments of operating, turn the furnace off. Call AYC.

Electrical Systems

The starboard engine must be running to operate the windlass, the dinghy launch and the bow thrusters. Of course normally if you need the bow thrusters you would have on both engines for landing. The starboard engine has a 'beefed up' alternator that charges the batteries must faster.

DC or Direct Current (Batteries)

The main comforts you want from your house batteries while on the hook are heat, refrigeration and water pump. Leilani has a large house battery system that allows you to be on the hook and with conservative use only run the starboard engine for approximately an hour a day. However, you must monitor your batteries as DC use varies. One suggestion is to run starboard engine at the time you do showers and dinner prep-high energy demand times.

When on the hook press **inverter** on Magnum panel until it lights solid green.

When on shore power press **charger** on Magnum panel until it lights solid green.

Mounted at the top of the DC circuit panel is a voltmeter, with a switch, to indicate the relative health of the various battery banks. The Magnum converter also has a digital battery charge display. The useable capacity of a deep cycle battery is 50%. If they get below 12.2, the Magnum may shut down battery use, so you would need to start starboard engine and/or get to shore power to recharge the house batteries. **Do**

NOT discharge the house batteries below 12.2v.

There are 12 DC batteries on board. 8 House batteries in the cockpit lazarette and 2 engine start batteries which can be combined in parallel when desired through a switch on the upper or lower helm stations. The engine batteries are mounted in front of the engines and can be accessed thru the wall hatches in the mid-cabin and the salon. 2 other batteries are dedicated to the bow thrusters.

Because of the large house battery bank and the large inverter you maybe able to recharge cell phones, run the TV's and use other low demand accessories, even a few minutes of microwave or Keurig coffee maker, while on DC power.
Monitor battery health/charge.

While on DC power the AC mains will be in off position, but for the inverter and accessories to run on DC power/ inverter, the switches for inverter, accessories and receptacles must be left on the on position of the AC panel. Also the Magnum inverter must be pressed until lite is solid green.

The DC circuit breakers are all labeled with their respective functions and are being covered during the course of the manual. "DC Master" must be on for any accessories to function (cabin lights, water pressure pump, etc.) as AC power is irrelevant to operation of these items.

The water pressure toggle is on a separate switch on the DC panel. It lights up orange and this is the switch you likely will want to turn off after everyone has retired so the pump quits recycling at night.

The DC battery selector switches are located on the starboard side of the lower helm station. Helm switches must be turned off at the station that they were first turned on from. Duplicate switches are located at the upper and lower helm. Therefore, if you turn on the navigation lights at the upper helm, you will be required to turn them off at the upper helm.

The engine start batteries automatically recharge when the engines are running. No action needs to be taken by the operator.

2. Charging the house batteries

The house batteries are charged in two different ways. All these charging modes happen automatically and should not require any action by the boat operator.

1. **Engine alternators:** When motoring, the starboard engine alternator charges the batteries. Roughly 3-4 hours of motoring will fully recharge the house batteries.
2. **Shore power:** When plugged in to shore power the Charger/Inverter will fully recharge the batteries in roughly 6 hours.
3. Fully charged house batteries will read 12.7v or higher.

AC or Alternating Current

Shore Power Operation: When plugged in to shore power: the **house batteries get charged and the hot water heater can be turned on.** The AC outlets in the boat are powered from the shore and normal powered electrical devices can be used without draining the house batteries.

Plugging in to shore power:

- a. The shore power is dual 30 amp with split panel. The shore power cords are normally stored below seat in fly bridge. If you require the splitter, be sure to monitor your amperage to make sure you do not exceed the 30-amp circuit otherwise a trip to the circuit breaker on the dock will be necessary.
- b. **Ensure the the AC master switch on boat panel is off.** Plug the shore into the starboard mid ship power receptacles, insert the the power cord and twist clock wise. Tighten the black locking ring. Turn off the circuit breaker at the dock socket. Insert the ships shore power cord to the dock station and restore power with the dock circuit breaker. Turn on AC power switches on boat panel.
- c. Check the vessel's AC panel. The red light indicating "Reverse Polarity" should not be illuminated. **DO NOT USE SHORE POWER IF REVERSE POLARITY IS INDICATED.** If reverse polarity is indicated and you cannot solve this problem use DC power or in. When line 1 and 2 are activated ("Master" on) they should each read ~115 volts.

Electronics

There are complete manuals aboard for all electronic equipment. Please familiarize yourself with the operation of these devices during fair weather and in familiar waters.

VHF Radios

The vessel is equipped with a VHF radio at both helms. The radio at the upper helm is located in the equipment locker to the port side. Use channel 16 for "hailing" only and switch to another channel to conduct a conversation. Make sure at least one other person in your crew is familiar with radio procedure and operation. There is a portable hand held VHF for your use as well.

Navigation

Leilani is equipped with a Furuno GPS/Radar/Chart plotter, depth gauge. The lower helm unit must be on for the flybridge unit to function. The flybridge has identical electronics. Turn on all the electronics for depth and speed etc. The lower helm has the backup camera for ease to land but we almost always land boat from flybridge.

However, modern technology provided by Navionics is easier to use so we have included a Samsung Galaxy note pad with this program available as the main navigational aid. Obviously you must ensure the pad is charged. There is a DC/USB plug to side of upper helm radio or plug into normal AC receptacle to charge before venturing out. You must be comfortable with the Navionics program for navigation.

Leilani draws 4 feet of water so be familiar with tides and underwater obstructions. Use navigational charts to be aware.

WARNING: DO NOT USE THE RADAR OR GPS AS YOUR SOLE MEANS OF NAVIGATION. ALWAYS REFER TO THE CHARTS ON BOARD FOR THE AREAS WHERE YOU WILL BE NAVIGATING. Note: There appears to be a compass discrepancy with the upper helm of reading 5 degrees higher than lower. Soon to be replaced.

Radar is Incorporated into the GPS chart plotter. It's good to turn on in clear weather, to see how radar displays vessels and obstructions. In reduced visibility the Navigation Rules require the radar to be in use.

A bow spot light is controlled from upper helm.

Stereo System

There are 3 separate Pioneer stereo units that function independently. Press SRC, source button for 2 seconds. Once lite up, repeatedly press source button to select AM,FM,CD, Bluetooth inputs. Pair your device and the screen will display DEH-X4900BT or DEH-X4700BT

Visual Media

Samsung TV's with blue ray DVD players are in each cabin. Again with receptacle switch on on AC panel these can be played by plugging into wall socket in respective cabins even while on shore power.

Bilge Pumps

There are five bilge pumps and two sump pumps on board. Switches for each of the bilge pumps are located at each helm station. The packing glands, where the prop shafts penetrate the hull, should drip slowly therefore automatic operation of the bilge pumps can be expected occasionally.

Continuous operation of one or more of the bilge pump may indicate a serious problem. Try to trace issue. Please advise AYC Yacht Charters of this situation.

Anchoring & Windlass

Anchors

A 35-pound Danforth anchor is located on the bow roller with 100 feet of 5/16" chain and 190 feet of 5/8" nylon rode. The chain markings are indicated inside the hatch next to the anchor. The anchor locker is located behind the hinged mirror at the head of the forward stateroom.

Windlass

The electric windlass is used to raise and lower the anchor. This windlass will exert a maximum force of 1000 pounds and draw 50 amps of DC power during operation.

To prevent draining the house battery, the boat engines must be running when lowering or raising the anchor. This is usually the case as you are maneuvering the boat. Extreme care must be exercised to avoid a serious accident while using the windlass.

The Windlass Breaker is on the main electric panel upper right corner. It should be "ON" for Windlass to work.

Anchoring

Turn on Windlass switch 'on' at main electric panel in salon, upper right corner.

Likely both engines are as needed for maneuvering but reminder starboard engine must be on. Position an operator at the upper helm to maneuver boat per instructions from bow person.

Have the mate at the bow tap the down arrow a few times and gently release the anchor from the roller until weight is on the chain. Lower at will. A scope of 5 to 1 is recommended but at tight quarters and deep depths this may not be possible.

Secure the the rode to the cleat aft of roller. Back down engines to set anchor-agree with Skipper that anchor is set. Secure snubber line- in adjacent lazette- to bow cleat and tap down button for a second to take tension off of chain and onto snubber line. Snubber works as shock absorber relieving stress to windlass.

Set GPS and the anchor alarm option on the Navionics program on the pad so Skipper sleeps well.

Weighing Anchor

Turn on windlass switch at electrical panel. Engines of course are on. Position helms person and bow person. Bow person directs helm person to direction that anchor lies, helm person takes direction from bow person as to boat maneuvering.

Bow person also gets bucket from storage bow storage locker, starboard to the windlass-where the snubber line is stowed. This is to clean the chain rode and anchor before storage. Trickle water on rode and anchor to clean as you weigh anchor as you can bring as lot of mud into storage locker. The bow anchor locker is behind the hinged mirror at the head of the forward state room.

If anchor doesn't free itself easily let out 3 to 1 scope and attempt to free anchor free by maneuvering boat in opposite direction of how you set the anchor. If still stubborn, secure the 3 to 1 rode and with taught rode try a sort of circular driving around anchor in wide circle.

Bow person also gets bucket from storage bow storage locker starboard to the windlass-where the snubber line is stowed. This is to clean the chain rode and anchor before storage. Trickle water on rode and anchor to clean as you weigh anchor as you can bring as lot of mud into storage locker. The bow anchor locker is behind the hinged mirror at the head of the forward state room.

Once the anchor is free, see that the anchor doesn't strike the hull of the boat. A free swinging anchor can damage gel coat badly. Bring the anchor to the stowed position.

Turn off windlass switch at electrical panel.

A spare anchor with rode is in the aft lazette.

Dinghy & Davits

Starboard engine must be on.

A 10-foot AB Inflatable is attached to the rear swim step platform by an electrically operated davit system. The whole davit tips and lowers the dingy. The remote plug in for davit lowering is on starboard rail in aft deck. Spare davit controller is in cooler with extra plugs, inflation pump and hand sump pump. See that 2

oars are on dinghy. Have life jackets on.

First, lean over rear of dinghy and put in plug in the rear of the dinghy. The plug hangs from a string on aft starboard side of dinghy. Plug is placed from outside and does stay in place. Make sure the dinghy is fully inflated before use but this can be done when dinghy is in the water when harnesses are loose but not released from davit system. A person can get in dinghy with harnesses are loose so his/her weight doesn't strain davits. The foot pump and hand water bilge pump are stored in the cooler on aft deck, as well as extra dinghy plugs.

Plug in the remote, noting pin alignment of the electrical plug. 'In' position of control lowers the dinghy 'into' the water. 'Out' pulls the dinghy 'out' of the water. Sometimes a starboard snatch line – to your left as you face dinghy-maybe attached to davit to doubly secure dinghy while making way. This short snatch and line must be released for davits to lower. Check first.

Lower dinghy until harnesses are loose and then first person may go in dinghy and clear water in dinghy or pump up dinghy if needed. (Rarely) Before releasing harness and bringing others aboard, I suggest getting the Tomatsu out board fired up.

Out board operations

Open gas tank breather valve, put safety shut off spacer which is with dinghy keys-in engine-red knob- and secure twisty cord on wrist.

Pump gas bulb twice. Make sure engine is in neutral, put throttle in start position, pull out choke and pull starting cord.

Twice usually does it and leave out choke for about 45 seconds, then push in choke and turn gas up a bit while still in neutral. If not in true neutral the cord is really hard to pull so

make sure you are in neutral and in general get to know shifting positions on engine.
To stop engine pull safety spacer from engine.

The painter should be secured loosely and controlled, then release harnesses from the davit system. Dinghy loading and unloading is a place where a lot of mindfulness is needed. Bring crew aboard carefully.

When coming to shore I 'goose' the engine a little and then shut off engine by pulling wrist safety cord from spacer and tilt engine up fast so as to let dinghy float to shore and not drag the engine on the shore or rocks. But to have this release option and locking of engine in tilted up position, the engine is not locked so when reversing you must go slow and careful as the engine can buck up.

Bringing dinghy back into boat, off load passengers then reattach both harnesses to dinghy- aft of dinghy with the engine is attached to port davit as this carries more weight. Control painter and get back on board. Raise dinghy by pressing 'out' position on remote. Snub fairly close so dinghy doesn't swing a lot. Reattach starboard safety snatch line as wish and secure painter so they don't foul engine props.

Miscellaneous

Central vacuum system is located under starboard settee with hose - AC operation only.

Spare parts and tools are located under dinette settee and aft lazette.

Through hull plugs are located under dinette settee.
A bow spot light is controlled from upper helm.

Grill

The Magma stainless grill stainless is great, tank and attachment for grill is in aft deck storage locker beneath the life jackets. You must attach the low pressure regulator and one pound propane tank. It has self ignition switch but do check flame for safety. It heats very quickly. Chairs for lounging while grilling are in aft lazette.

Canvas

The canvas enclosures on Leilani really gives the boat a heightened usability but the zippers and Isinglass are tender. Don't clean Isinglass with anything but water.

The canvas 'doors' one on aft deck entrance and one on each port and starboard entrance to bow can be carefully unzipped and slide in front of adjacent canvas panel and secured on bottoms. The flying bridge windshield can unzip to top of zipper and held up and open by attaching bungees to 'O' rings on windshield canvas. The bungees hang/live on stanchions on fly bridge. The fly bridge side windows can be carefully unzipped and rolled up and tied with attached straps. There are shades stowed in cooler than can be rigger for hot summer days.

Docking

This is where I don't pretend to not be nervous. I enlist the whole crew to be focused and my motto is 'everyone is driving'. That said the bow thrusters are a godsend. Get familiar with throttles being in 1 and 4 position. You almost never need throttles in docking unless high winds or currents. Plan ahead. Don't be hesitant to abandon a bad line up. Generally that works better than trying to make a bad approach work.

So plan ahead by calling ahead to harbor master for hints.

For example in La Connor, the currents and tidal activity can be as high as 6 knots. Maybe there's an easy guest dock landing to wait out current.

Shift from forward to reverse at idle only.

Don't be in a hurry and let the dock come to you. Again assign the tasks of lines: the order of the lines to be secured and if possible have a roving bumper person.

Never use arms, legs to fend off boat-it's 22,000 pounds-use fenders between you and boat. Plan ahead and talk through roles and contingencies.

Both buttons on the bow thrusters whether upper fly bridge or inside helm owner or remote controls must be pushed to activate the bow thruster. Don't leave the activation to the last second. Plan ahead.

Securing

1. Once securely moored at the dock, connect the shore power to the AC supply basically reversing steps as outlined in Electrical part of manual.
2. On the AC panel, leave on the AC receptacles. Turn the hot water heater off.
3. Check the inventory (especially fenders and tie off the fender holders so they won't slip below the dock.)
4. Turn off the Furuno navigation systems, and Samsung/Navionics pad. Put the plastic cover back on.
5. Turn off the VHF radios.

When leaving the boat at the end of your charter, please:

1. Turn off the stereo and any other electronic equipment.
2. Turn off heaters, propane tank, interior and exterior lights.
3. Unplug any electrical equipment such as coffee maker.
4. Close and lock all ports, hatches, and windows.
5. Perform a last inspection as you leave the boat, checking for personal gear, locked windows and loose gear onboard. Check the tie-up and fenders once

again. Look last time for personal gear, remove trash, check lines for last inspection.

6. Put covers on flying bridge instruments.



Have fun and thanks for choosing Leilani to gunk hole with.