

# OPERATIONS MANUAL

*POWER BOAT*

# VELVET MOOSE



Welcome aboard!

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

*(Please respect her and may she keep you safe on your journey.)*

We trust this manual will help you become familiar with the boat. Please review each portion before proceeding with tasks aboard. If you have questions about the boat or about places to visit, please do not hesitate to ask the AYC staff.

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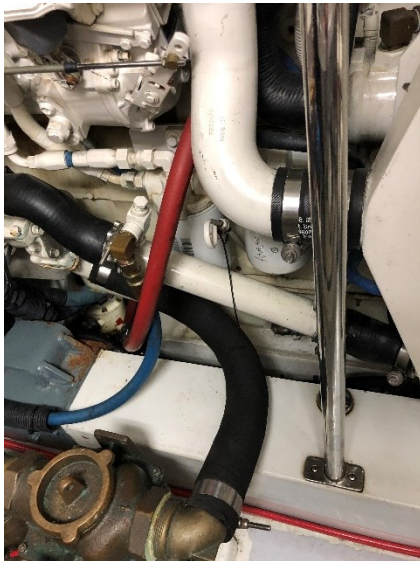
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# BOAT OPERATION

## Engine Inspection

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

Check the level of COOLANT in the expansion tanks. Check the level of OIL in each engine by checking your dipsticks located in easy reach on both the main as well as the Westerbeke generator. Look at the etch marks on each dipstick that indicate the proper oil level. **DO NOT OVERFILL OIL!** Only fill if oil levels are below the ½ way mark. Please use a paper towel or oil rag, not the dish towels! Check the general condition of the BELTS, HOSES, and FUEL LINES.



Ensure the valve on each RAW WATER THRU-HULL, located on the port side of the engine is in the ‘open’ position (lever in-line with valve). Observe the glass of each RAW WATER STRAINER for debris. If necessary, close the seacock, open the strainer cover, clean the strainer, and reassemble. Remember to reopen the seacock. Check your generator fluids as well. Confirm water flow in exhaust after reassembling strainer and starting engine.



## Start-Up

**Velvet Moose is a single engine trawler with both bow and stern thrusters.**

Before starting the engine, do your inspection. The engines should be started from the lower helm station.

- First turn on the “Eng. Ignition” switch on the electrical panel. This will cause lights to turn on at the throttle.
- Take control at the lower helm station by pushing the “Station Select” button at the base of the throttle. A green light should turn on.
- Make sure the “Idle” knob on the throttle is set to “1”.
- Ensure that the black handle gear shift is straight up in the neutral position or the engine cannot be started due to the “neutral lockout”. There should be a light indicating when the throttle is in neutral.
- Turn the key to the “On” position and allow 20 seconds before starting to allow for pre-heating. Please leave the key in the ignition and remember it must be engaged while running the engine. Turning the key off while the engine is operating will result in the engine shutting down.
- Press and hold briefly the “Start” button next to the key until the engine turns over and starts up.
- Check that coolant water and exhaust are being dispelled at the stern once the engine has started.

*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.*

## Shut-Down

Before shutting down, allow the engine cool about the time it takes to secure the boat. Or five to ten minutes. This allows the engine and turbo to cool gradually and uniformly. The time engaged in docking and tying the boat is usually sufficient. Ensure the GEARSHIFT is in the ‘neutral’ position and “idle” switch is set to “1”. Shut down by turning the key counterclockwise to the off position.

## 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, out of the way of traffic and a safe distance from navigation hazards, idle the engine while crew brings in fenders and lines.

**PLEASE KEEP THE AFT DOOR CLOSED WHILE RUNNING THE ENGINE TO KEEP FUMES FROM ENTERING THE VESSEL!**

## Cruising

Cruising speed is a maximum of about **2,000** RPMS. Your speed will vary depending upon the weight and load and weather conditions.

*Note -- Avoid higher engine speeds as it causes higher engine temperature, possible damage, and higher fuel consumption.*

## Docking

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 or cockpit boarding side gates with the stern line or spring line. Another crew member will need to be at the bow or mid-ships to hand over the next lines.

**PLEASE REMEMBER TO RETURN THE STABILIZERS TO THE LOCKED CENTER POSITION BEFORE DOCKING OR RUNNING THE BOAT SLOWER THAN FIVE KNOTS. DOCKING WITH THE FINS NOT LOCKED CENTERED CAN CAUSE DAMAGE TO THE UNIT!**

Energize the thrusters system at the 12V Panel (switch #23). Please note that the bow and stern thrusters will time out. Prior to docking ensure you have energized the system by depressing both ON buttons at the same time. Confirm the light is on. Thruster breakers are the mushroom type. Pushed in is off, pulled out is on. The Stern Thruster Master Breaker is in the lazarette. Bow Thruster Master Breaker is in the forward stateroom, starboard side, on the side of the bed. Leave these in ON position.

## Fueling Up

OPEN FILLER CAP(S) located on at the inner base of the rail on either side of the cockpit. A DECK FITTING KEY is not needed.



**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. There is a fuel and fresh water monitor to the port side of the tachometer over the wheel at the lower helm. The most accurate way to monitor fuel level is at the sight gauges located on the port and starboard fuel tanks in the engine room. Your check out Captain is responsible for showing you the proper use of these gauges as well as other systems aboard. Push and hold the stainless disk at the base of the sight-glass to allow fuel to flow into the tube for an accurate reading. Ensure the disk snaps back out once you are done.



Place the DIESEL nozzle into the tank opening, pump slowly and evenly, and note the sound of the fuel flow. The tank vent is a stainless fitting located just forward of the fill cap. You can confirm fuel flow by placing your hand under the vent to feel the air being pushed out of the fuel tank. It is good practice to keep an absorbent pad close the vent in case of fuel gurgling up as the tank gets close to full. Pumping too fast may not allow enough time for air to escape, which may result in spouting from the tank opening or vent. As the tank fills, the sound will rise in pitch or gurgle. The sound may indicate that the tank is nearly full. Top off carefully, and be prepared to catch spilled fuel with an absorbent pad (located in the starboard cabinet at the forward end of the engine room). Spillage may result in a nasty fine from law enforcement. Have your crew check both the fuel gauges at the lower helm and the sight glasses in the engine room to monitor the tank filling progress.

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



The electrical system is divided into two distribution systems: 120-volt AC and 12-volt DC.

The systems are controlled from the AC ELECTRICAL PANEL located in the wheel house port side, the DC AUXILIARY PANEL located in the same location, and the BATTERY SWITCHES FOUND port side salon under the setee near the floor. When not connected to shore power, batteries are providing all power. Therefore, monitor the use of onboard electricity carefully with your volt meter located inside the electrical panel cabinet and turn off electrical devices that are not needed.

## 120-Volt AC System

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

To connect to shore power, plug the 50 amp POWER CORD into the boat and then into the dock receptacle. Check the power rating/plug size of the nearest dock receptacle (that is 50 amp, 30 amp). If necessary, add a CORD ADAPTER located in the lazarette. Cords coming off the bow can be lead down over the anchor. Turn the dock power on.



Check for reverse polarity by observing the lights above the shore power breakers. As long as the red light is not lit you should be good to go. At the ELECTRICAL PANEL, flip the SHORE CIRCUIT BREAKER on as well as the breaker for the appropriate shore power connection point (i.e. “Shore Power Forward” or “Shore Power Aft” depending on where the cord is coming off the vessel. Once the power is turned on at the dock, a light should come on next to the “Shore Power” breaker indicating that power is available. This should also be true for the forward or aft shore power connection switch. SEE PHOTO BELOW



At this point you can turn on appropriate breakers for battery chargers, refrigeration, water heater, and remember the inverter input and output need to be on for charging. Watch you volt meter for load. If the load exceeds 50 amps, you will pop your dock breaker. If this occurs, wait to turn on one of your systems (i.e. water heater) until your use of volts drop.

If your outlets fail to work, check your GFIs to make sure that they have not been tripped. They are located throughout the boat.

### **Inverter Power**

The INVERTER provides AC power to the 110-volt receptacle plugs (i.e. the microwave oven) when the boat is disconnected from shore power. The inverter does not provide power to the battery charger. Your inverter panel is located **port side next to the wheel** with an on/off switch. Normal operation of the unit should be automatic. If the unit does not switch automatically while off shore power check the panel to note operation. The inverter’s power source is the DC house or inverter batteries located **in the engine room**. Quantity of DC power is limited to the capacity of these batteries... Therefore, running hair dryers, toaster, coffeepots, space heater, etc. and will quickly discharge the house/inverter batteries. Use these items VERY SPARINGLY! Monitor your battery usage very carefully!

When connected to shore power, the inverter automatically becomes a battery charger for the HOUSE BATTERIES.

## Generator

To start your GENERATOR, first check that your generator's fluids are topped off and the raw water intake is open. The generator controls are located **port side of the wheel next to the electrical panel**. First pre-heat the generator for about 30 seconds. Then while still pre-heating depress the toggle to start. Hold the switch in that position while the generator catches. (About 5 seconds). Make sure water and exhaust is exiting out of the vessel.

After generator is running, turn your AC distribution switch to generator. 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 depressing the generator stop toggle until the unit is fully off.

## House (12-volt) System

The 4 BATTERY SWITCHES are located under the settee on the port side of the salon. Normally, leave the ENGINE/ GENERATOR and HOUSE 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.*



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, **dinghy crane** etc. Bilge pumps are automatic. Your breakers such as propane should always be turned off after every use.

## House Battery Bank & Switch

The HOUSE BATTERY BANK provides power for all DC systems, except the engines and generator automatic bilge pumps. When disconnected from shore power, all 12-volt devices drain the house battery. Use devices as needed. The DC voltmeter on the DC panel can be switched between, thruster, start 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.

**House and engine** batteries are charged by the engine ALTERNATOR while underway. The engine/house batteries are charged by the BATTERY CHARGER when connected to shore power. Ensure the Battery Charger and Inverter circuit breakers at the electrical panel are ON. The GENERATOR will also charge the batteries (if applicable otherwise delete this sentence.)

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%

## 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.*

### Vacu-Flush Heads

To use the head, first ensure the “Forward Toilet” and “Master Toilet” circuit breakers (35 and 36 respectively) are on. The toilets are controlled by a foot pedal on the left side of the bowl as you are looking at it. Raise the pedal to add water to the bowl, lower the pedal to flush.



### Holding Tank

The sanitation HOLDING TANK holds approximately 60 gallons. Be aware of the rate of waste production. (About 1 gallon 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.

The HOLDING TANK is located below the floor outside the Guest State room Head. There is a tank watch warning light located to the port side of the wheel at the lower helm. **Green indicates empty. Orange indicates half full. Red indicates Full.** While the holding tank fills the lights will turn off as the capacity increases to the next level. Keep rough track of the number of flushes so you do not depend solely on the Tank Monitor.

**Do not rely solely upon this as they often get clogged.**

The holding tank is emptied in one of two ways:

#1 At the Marine Pump-Out Station, remove the WASTE CAP located at the base of the rail on the starboard side just forward of the pilohouse. Insert the pump-out nozzle into the waste opening. You must push hard to form a seal due to the shape of the fill indent. Double-check your deck fitting! 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.

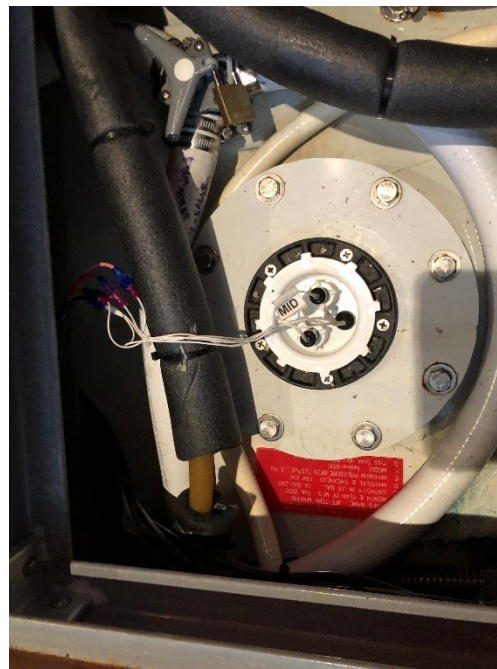
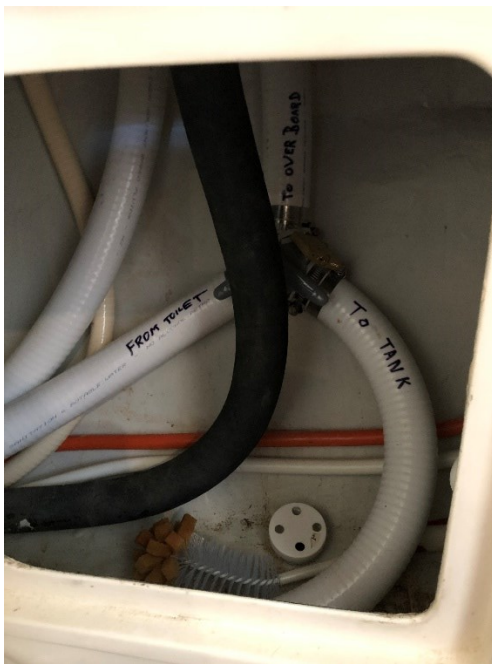
If there is a fresh water hose on the dock, rinse the tank by adding 2 minutes (or more) of water into tank. Then repump to leave the tank rinsed for the next charter. This also eliminates head odors.

#2 The tank's contents can be discharged with the Macerator only in Canadian waters.

To operate the macerator, **open the thru-hull valve**. Now you may activate the macerator breaker at the panel. When operating the pump you can listen to the pump for an audible difference once empty. You can also watch the holding tank monitor. When the pitch becomes higher, the tank is empty.

## Y-Valve

The Y-VALVE directs waste effluent into the sanitation-holding tank or flushes the effluent 'directly overboard'. The Y-VALVES are located below the sink in the master head and under the hallway floorboard for the guest head. A piece of wire secures them to direct into the holding tank—the normal position. I prefer to go straight to the holding tank and then pump the holding tank in either way. *Y-valves are usually wire-tied to the holding tank position in respect to Coast Guard regulations. Please leave it "as is" unless there is an emergency. Be familiar with the applicable laws concerning dumping sewage directly overboard. If you use the "Y" valves assure the corresponding thru hulls are open.*



# **WATER SYSTEM**

## **Fresh Water Tank(s)**

Observe the water level by checking the WEMA gauge indicator located overhead at the lower helm on the Waste water from the sinks and showers drains overboard through various thru-hulls usually located under the sinks.

To refill the tank, remove the WATER CAP(S) located forward in the base of the railing on the port side just forward of the pilothouse and just aft of the steps. Avoid flushing debris from the deck into the tank opening. DO NOT fill water and diesel at the same time!

## **Hot Water Tank**

The HOT WATER HEATER has an 20 gallon capacity tank and is available when connected to shore power or via a heat exchanger underway or via the Kabola system. 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 in the lazarette.

## **Shower**

Before taking a SHOWER, make sure water pressure and shower sump pump 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 is located in the aft cockpit. Ensure that the faucets and nozzle are completely off after use.

There are 2 sumps, each with their own pump. The forward one collects from the sink and shower in the forward head, as well as from the sink in the galley. The after sump only collects from the sink and shower in the master head.

## **Wash Down**

A pressured RAW WATER WASHDOWN is available from a hose spigot above the starboard anchor locker To activate, flip the breaker switch located on the main breaker panel labeled Deck Wash Pump. After use, turn the switch off to prevent pump burn out, and ensure that water is not inadvertently pumped into the locker after storing the wash down hose.

## GALLEY

### Stove/oven

The stove and oven are **propane**.

Your propane stove is activated by the following steps:

#1 Turn on the propane tank located on the port side of the flybridge under the forward seating.  
#2 Turn on the DC breaker labeled "Gas Alarm" and the solenoid switch located to the left of the stove on the wall. This allows gas to flow through the safety valve.

#3 Turn on the gas at the stove (Press in knob and turn to high while holding the knob in) and light burner. You might need to hold knob in for a few seconds while the thermo coupler warms up. The same applies to lighting the oven.

When finished cooking turn off the switches and the bottle.

### 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 assuming the AC refrigerator breaker is on; otherwise, it will operate on 12-volt power assuming the DC refrigeration breaker is on. Monitor the use of the refrigerator when the engines are not charging the 12-volt battery system. When on shore power or running the generator switch the Refrigerator breaker off at the DC panel and on at the AC panel. When not running the generator, or not plugged into shore power you are inverting power for the refrigerator. While running the main use the DC refrigeration. It can be turned down to the lowest position when anchored or moored or turned off when turning in for the night.

### Grunert Holding plate Freezer

The Freezer located in the lazarette is a cold plate unit requiring the use of a sea chest intake. Turn the breaker on the 110v panel labeled freezer on. Assure the thru hull for the unit is clear and pumping well. I advise not using the system as it draws power and is seldom needed unless cruising for extended trips. **If using please have your check out Captain run you through the operation.**

## HEATING SYSTEM

### Diesel Heater (DC)

The DIESEL FORCED-AIR FURNACE located provides heat in the same way as a household furnace. Turn on the TOGGLE SWITCH located on the front of the main unit. Set the THERMOSTATS to the desired temperature.

**Shutting the unit off completely can only be done by turning the main rocker switch to “off” on the unit itself in the Lazarett.**

Check The furnace EXHAUST PORT 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.

**NORMALLY LEAVE IN THE “ON” POSITION.**





# ELECTRONICS

When getting underway, ensure the following breakers are ON in order to power up your navigation electronics:

- Autopilot (#39)
- GPS (#40)
- VHF (#41)
- Nautical Instruments (#44)
- Simrad MFD (#48)
- IS15 (#50)

## VHF Radio

Lower helm – ICOM VHF Radio base station is located on the starboard side of the plotter with a handheld mic hanging on the starboard side of the wheel.

Upper Helm – Also located on the starboard side of the plotter, but with the mic attached to the base station in this case.

Monitor channel 16 when underway.

## Depth Sounder

There is a depth sounder at each helm station. There are three IS15 displays at the lower helm (2 overhead and one on the panel to starboard of the plotter screen) and one on the fly bridge helm station. These are all the same kind of unit with access to the same info and can be individually set up to show different information, or a combination (i.e. speed, depth, etc.)

## Gps Plotters

The Garmin plotters are new and very user friendly. Be sure to cover them when not in use. When they are first turned on “I Accept” must be tapped on the screen in order to proceed. From the “Home” screen, select “Charts” then “Navigation Charts” which should be set up for most typical use. The touchscreen programs operate very similarly to a smartphone app.

## Auto Pilot Simrad ap25

1. To turn the unit on press the STBY/PWR button.
2. Press Auto for the unit to take control. You can jog port or starboard by using the arrows. Or turn the rotary knob desired degrees.
3. Power off the unit by pressing and holding the STBY/PWR button until the unit powers down.

You will also notice a rudder angle indicator on the unit in addition to the center analog indicator center ahead of the wheel.

**\*When running in Auto Pilot you must press STBY to regain steering at the wheel.**

## ENTERTAINMENT SYSTEMS

TBD

### ANCHORING

The primary WORKING ANCHOR is attached to 400'ft chain passed through the deck from the ANCHOR LOCKER. The locker can be accessed through the starboard locker on deck next to the windlass.

There is a “Maxwell” breaker for the windlass under and to the port side of the wheel. This one is typically left in the on position and not touched unless it has tripped. The main breaker is on the electrical panel and labeled “Windlass” (#22). Only operate the windlass when the anchor is running.

The windlass can be controlled at the lower helm from a joy stick located to the starboard side of the main engine start key, at the upper helm from a similar control located on the starboard side of the engine gauges, or (most recommended) from foot pedals just aft and below the windlass.

There is a pelican hook that secures the anchor chain when the windlass is not in use. This must be removed before operating the windlass in either direction. To disengage the pelican hook, first remove the pin at the aft end, closest to the windlass, then move the horizontal lever forward to loosen the hook's grip. The hook can then be removed from the chain and laid on deck until next needed. SEE PHOTO BELOW



The anchor chain is marked every 25 feet as follows:

VELVET MOOSE				
ANCHOR CHAIN MARKINGS				
FEET				
25	Red	White		
50	Red	White	White	
75	Red	White	White	White
100	Yellow			
125	Yellow	White		
150	Yellow	White	White	
175	Yellow	White	White	White
200	Yellow			
225	Yellow	White		
250	Yellow	White	White	
275	Yellow	White	White	White
300	Blue			
325	Blue	White		
350	Blue	White	White	
375	Blue	White	White	White

The last 25 feet of the chain are painted solid **RED**.

Let out sufficient ANCHOR RODE before setting the anchor. Colored markers are placed every 30 feet on the chain and nylon rode, indicated amount of rode. 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.

Before raising the anchor, ALWAYS start the engine as it uses large amounts of power. Turn 'on' the WINDLASS SWITCH and 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. As the anchor rises, be careful not to allow it to swing against the hull. Wash it down if you can before it goes into anchor locker.

Reconnect the Pelican Hook between the anchor and **chain and put the weight of the anchor onto the Pelican Hook**. Close the plastic covers on the FOOT PEDAL CONTROLS. Turn 'off' the WINDLASS POWER SWITCH.

A SPARE ANCHOR is stowed **in place next to the main Anchor**. The SPARE ANCHOR RODE is located in the adjacent locker.

## BARBEQUE

The BARBECUE and is mounted to a railing just aft of the upper helm station. The regulator is attached the the BBQ under its cover. There is a lighter in the galley that can be used if the ignition does not work, but the BBQ is new so this should not be a problem. Small green propane bottles are located in a locker on the starboard side of the flybridge along with grill tools like spatula and tongs.

Attach a PROPANE BOTTLE to the REGULATOR found attached to the BBQ. Carefully light the unit, preferably with a long-stem butane lighter. The barbecue generates a lot of heat and cooks hot and fast. In most conditions it's important to keep the lid closed for good heat. Please wipe with a paper towel before storing to prevent grease and dirt soiling the boat..

*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

**\*DO NOT TOW THE DINGHY\* Your FLEET CAPTAIN SHOULD DEMONSTRATE THE LAUNCH AND RETRIEVAL PRIOR TO YOUR DEPARTURE!**

Velvet Moose is equipped with an inflatable center-console dinghy with an outboard motor. She is simple to start and maintained to high standards. Please warm the tender at idle to warm the engine gradually before setting off at full throttle.

### STARTING

Ensure the key is in place with the kill switch clipped in to the red shut down button. Check that the throttle is in the neutral position. Turn the key clockwise and the engine should start.

### LAUNCHING

Remove the davit control from the cabinet on the starboard side of the flybridge and attach it to the outlet fitting on the back side of the flybridge seating.



The davit controller can move either the hook or the arm up or down. The hook moves far slower than the arm so where possible move the arm instead. There are two tag lines attached to the end of the davit arm that can be used to control its lateral movement, enabling it to swing, but also providing control to stop the swing when appropriate. Ideally one person would stand by each tag line and work together to provide the give and take necessary to swing the davit arm as needed to launch the tender. It is also advisable to have a line on each end of the tender that are held by crew members to reduce the amount of twisting the boat does once lifted, reducing the chances of the outboard engine scratching the hull.



Ensure the straps securing the dinghy to the deck have been removed prior to launching and that the drain plug is in place. Chrome lever on lower line motor has to be pushed forward to activate.

Using the davit control, lift the dinghy straight up until it will vertically clear the railing on the flybridge, only then should the rotation outboard start. Once the dinghy has been rotated out over the side of the boat and is well clear of the hull, lowering can commence. Around the time the dinghy is level with the floor of the flybridge, it can be helpful for the crewmembers guiding the fwd and aft lines from the dinghy to move down to the lower deck, where their lines can be passed to them and they can continue to stabilize the dinghy's motion. Once the dinghy is in the water, ensure that a line is secured to the main vessel before detaching the davit hook.

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 with the pop-up ringed lids work the best for a nice neat way to bait the ring. After 15-20 minutes, retrieve the crab line and ring quickly. Measure the crabs using the CRAB MEASURING GAUGE normally located in the Lazarette. 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.*

## OTHER: 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 locker just forward of the pilothouse on deck. A few should always be out and ready. Your flares and safety equipment are located in the safety locker in a cabinet on the starboard side under the table in the pilothouse.

Velvet Moose is equipped with four AUTOMATIC BILGE PUMPS. The master switches are located just forward of the wheel at the Main Helm. Normally, the switch will be left in the AUTO position. You may occasionally hear the pump operate due to condensation and water accumulating in the bilge.

An AUXILIARY HAND OPERATED BILGE PUMP is located in a locker on the stbd side of the stairs leading from the cockpit to the flybridge.

The ENGINE SPARES BOX is stowed in the center cabinet under the table in the pilothouse.





