

# OPERATIONS MANUAL

## “La Dolce Vita”



### *36' Beneteau*

**Welcome aboard!**

We are happy you have chosen La Dolce Vita for your vacation. Enjoy cruising the beautiful waters of the Pacific Northwest. This Beneteau 361 Oceanis is a masthead sloop with raked bow, round bilges, winged keel, spade rudder with a reverse walk-through transom and incorporated swim step.

We hope this manual will help you become familiar with the boat. Please remember this is a non-smoking vessel. Always smoke outside. 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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# BOAT OPERATION

## Engine Inspection

Every morning, please remember to check the following;

W.O.B.B.S AKA Water, Oil, Bilges, Belts, Strainer

Oil Level.

Bilges

Belts

Sea Strainer.

Please double check with your check-out skipper the location of all of these! Check the level of COOLANT in the expansion tank. Engine coolant is a mixture of 50% antifreeze and Distilled water. For your convenience, there is a bottle of pre-mixed coolant on board. Check the level of engine oil with the dipstick located on the starboard side of the engine. This can be accessed by removing the companionway steps or the access panel in the AFT starboard cabin. A pair of etch marks on the dipstick indicates the proper oil level. **Do not overfill!** Make sure the dipstick is firmly put back in! Check the oil with a paper towel or a rag. Check the general condition of the BELTS, HOSES, and FUEL LINES.

Ensure the valve on the RAW WATER THRU-HULL is in the 'open' position (lever in-line with valve). Your thru-hull should be left open at all times.

Check the RAW WATER STRAINER for debris. If necessary, close the seacock just AFT port side of the engine, open the strainer cover, clean the strainer, and reassemble. **Important:** Be careful to seat the O ring properly or you will have a leak and do not over-tighten the cap.

**Important:** Don't forget to reopen the thru-Hull.

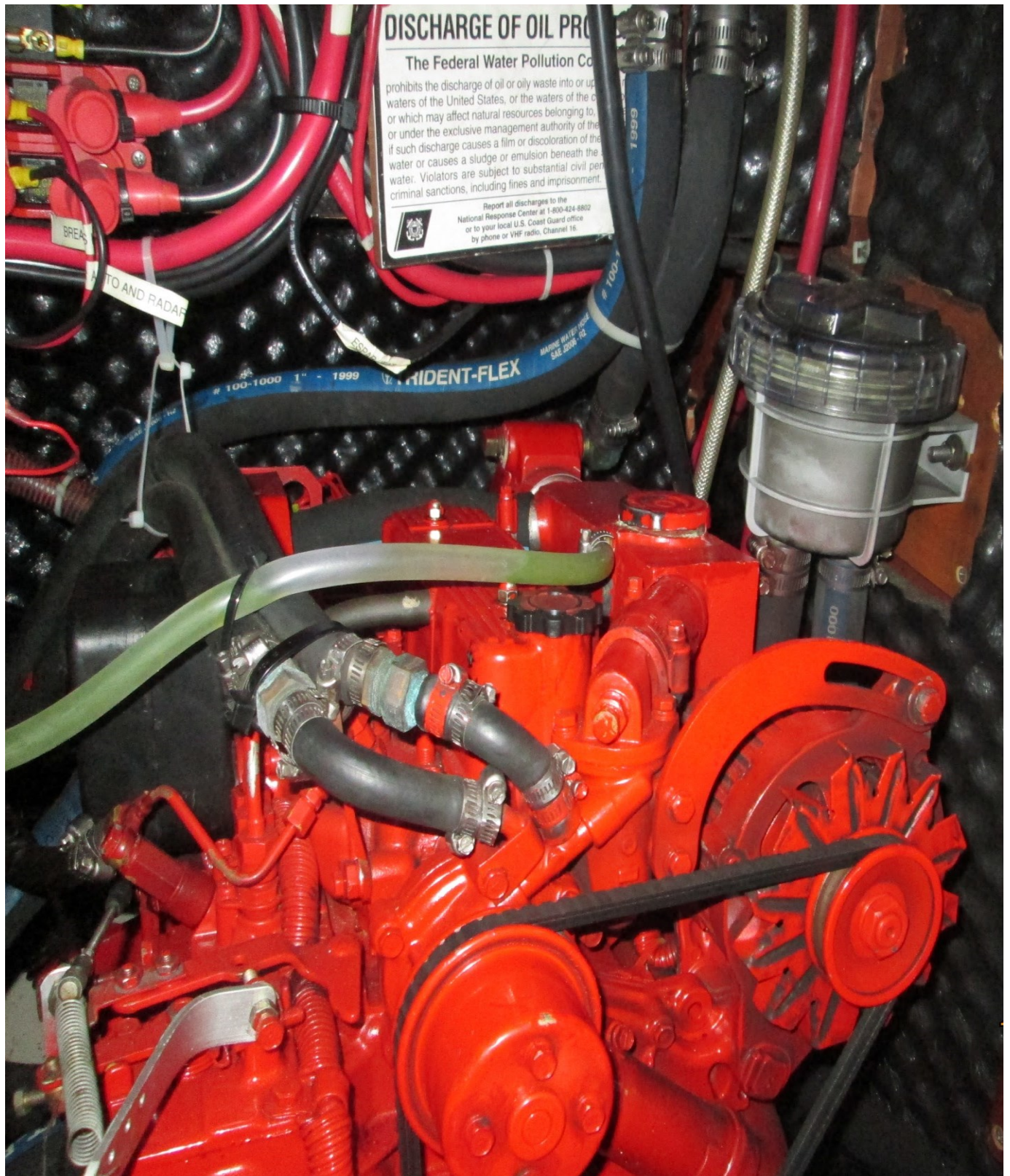
## Engine

La Dolce Vita has a 30 HP Westerbeke diesel engine, which drives a three bladed Max-propeller through a reversible transmission. The combined shift lever and throttle control is on the starboard side of the steering wheel. The engine stop is located above the ignition key above the port seat. The engine will propel the vessel to about 6 knots in calm water at 2500 RPM. Your best cruising is at 2200 - 2500 RPM for longer periods.

Using higher throttle settings will produce very little increase in forward speed but will greatly increase fuel and oil consumption and wear on the engine. For this reason, we ask that you limit the use of higher power settings to real emergency situations.

This boat has a definite prop walk to the port in reverse with not much noticeable effect in forward. When in reverse, be careful to keep a firm grip on the wheel. Please use only low RPMs.









## Starting Engine

To Start the Engine: Place the engine transmission in Neutral by positioning the shift lever straight up. If you would like to increase engine R.P.M. out of gear, push the red button in to engage transmission lockout and advance shift lever ahead slightly.

Start the engine by turning the key to on position. Press and hold the preheat button for 5-15 seconds then press the start button. 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. **NEVER TURN OFF KEY WHILE ENGINE IS RUNNING.** You will do serious alternator damage. The key should remain on while the engine is running.

Check the transom for water and exhaust as an indication that your thru-hull is open and water is keeping your engine cool. You should see and hear the exhaust water splash on the starboard side of the transom.



## Shutdown

Place the transmission in neutral and allow the engine to cool down for several minutes. Usually this is about the amount of time it takes to secure your lines and plug into shore power. Pull the red handle on the left side of the engine panel at the helm. This cuts off the fuel supply to the engine. **Never turn off the key while the engine is running.** Alarms will sound until the key is switched off. Switch off the key After the engine has completely stopped.

## Getting Underway

Prior to getting underway, disconnect the SHORE POWER CORD (See AC Power next page). Close the PORTHOLES, WINDOWS, and FORWARD HATCHES.

## Docking

Have your crew make ready the lines and fenders and give clear instructions on how you will be docking. Have bow, stern, and spring lines ready. Oftentimes it is best to lead them to the mid-section of the boat (the fattest part) where your crew member can easily step off and secure lines. Pull the dinghy up tight and make sure no lines are in the water that could foul the prop.

As you are coming into the dock, have your best communicator mid ships to give you distances from the dock. It is often hard to judge how close the dock is. Calling out distances (i.e., 20 feet, 10 feet, 4 feet etc.) will add to a successful docking.

If you find you are too far off the dock, **BACK OFF** and do it again. No heroic jumping off the boat by any crew members, this is very dangerous!

## Fueling Up

You will need to fuel up before returning to your slip at the end of your charter. The fuel tank holds 24 gallons of diesel fuel. Before pumping, have oil/fuel sorbs handy to soak up spilled fuel. You should have a rough idea of the number of gallons you will need by the number of hours of engine time since departing on your charter. La Dolce Vita uses approximately 0.75 gal/hr.

The fuel deck cap is located on the AFT Starboard deck, with the key located in the NAV station drawer. **CHECK THAT YOU HAVE THE CORRECT DECK OPENING!** Use only DIESEL – make sure that is what you are pumping! Do not add water or pump-out at the same time you are fueling.

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 opposite 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.

*Caution -- Clean up splatter and spillage immediately for environmental and health reasons. Thoroughly wash hands with soap and water.*



## BOAT ELECTRICAL

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

The systems are controlled from the AC ELECTRICAL PANEL located below the NAV station and the 12-volt DC panel at the NAV station. The battery switches are located ABOVE THE STARBOARD BERTH.

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

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. Interior lights are also powered from a circuit breaker on this panel but many have individual switches at each fixture. The bilge pump light is always on. Your breakers such as propane and gas valve should always be turned off After every use.

The **HOUSE BATTERY BANK** provides power for all DC systems. When disconnected from shore power, all 12-volt devices drain the house batteries.

Typically, the bank should read from about 13.0 to 13.7 volts when being charged. A full battery when resting (not charging) is 12.8 – A Low battery when resting (not charging) is 12.2.





## 110-Volt AC System (Alternating Current)



SHORE POWER supports all AC equipment and receptacles on board, as well as the battery charger. The Main 110 Volt Breaker is below the NAV Station.

To connect to shore power, plug the **POWER CORD** into the boat first (stern, port side), then the dock receptacle. Check the power rating/plug size of the nearest dock receptacle (that is 30-amp, 20 amp, or 15 amp). If necessary, add a CORD ADAPTER located under the NAV station desk. Secure the cord around the shore power electrical receptacle tower and off the bow. Turn the dock power on.

On the boat, at the AC ELECTRICAL PANEL **UNDER THE NAV STATION**, flip on the AC CIRCUIT BREAKER. If there is no AC power; there is a second circuit breaker to be checked. It is located in the cockpit locker where the shore power cord comes into the boat. Reset breaker if off. Check for reverse polarity – the warning light will show under the AC breaker on the AC panel. Then turn on appropriate breakers for the battery charger, water heater, outlets, etc. Watch your amp meter for load. If the load is exceeded, it will pop the breaker. If you are not getting power to your outlets, check to ensure one of your breakers has not been tripped. If this occurs, wait to turn on one of your systems (i.e., water heater) until the use of power decreases.



## 12-volt DC System



### House Battery Bank & Switches "DC System House battery bank"

Two battery banks support 12-volt DC power: 1) engine battery 2) two house batteries.

The BATTERY SWITCHES are located above the starboard berth just behind the engine compartment.

Normally, leave all switches in the on position while running. #1 Engine #2 House

Note: Changing the position of the battery switches with the engine running **will cause damage!** Only change positions with the engine off!

Batteries are charged by the engine ALTERNATOR while underway. The engine/house batteries are charged by the BATTERY CHARGER when connected to shore power.

*Note -- Do not change the position of the switches while the engine is running or the alternator diodes will be damaged. Change positions with the engine off.*

# SANITATION SYSTEM

## Marine Toilets (Jabsco)

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 – and use it sparingly, flushing more than once if significant deposits are being made.*

To use the toilet, turn selector knob to wet and pump the handle to place water in the bowl. After using the toilet, discharge as needed then turn the selector to dry bowl. Flush sufficiently to move effluent in the hoses; heavy effluent may clog hoses. Clean the toilet as necessary.

The TOILET THRU-HULL is located under the sink in the head, if you need to shut off the water to the toilet.

## Holding Tank

The sanitation HOLDING TANK holds approximately 22 gallons. Be aware of the rate of waste production. (About ½ 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 an EXPENSIVE FIX to you.** Empty the tank every day to avoid this problem.

The holding tank is emptied in one of two ways:

#1 At the Marine Pump out Station, Remove the deck marked WASTE CAP located on the starboard deck above the head. Insert the pump-out nozzle into the waste opening. Double-check your deck fitting! Make sure you have the right deck opening! Turn on the pump and open the valve located on the handle of the hose. When pumping is finished, close the lever on the handle and turn off the pump. Remove from deck fitting.

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

#2 The tank's contents can be discharged at sea by OPEN y valve on the bottom of the located just behind the panel in the head. Note: Overboard discharge is only allowed in Canadian waters. **It is illegal to discharge overboard within U.S. waters.**

# WATER SYSTEMS

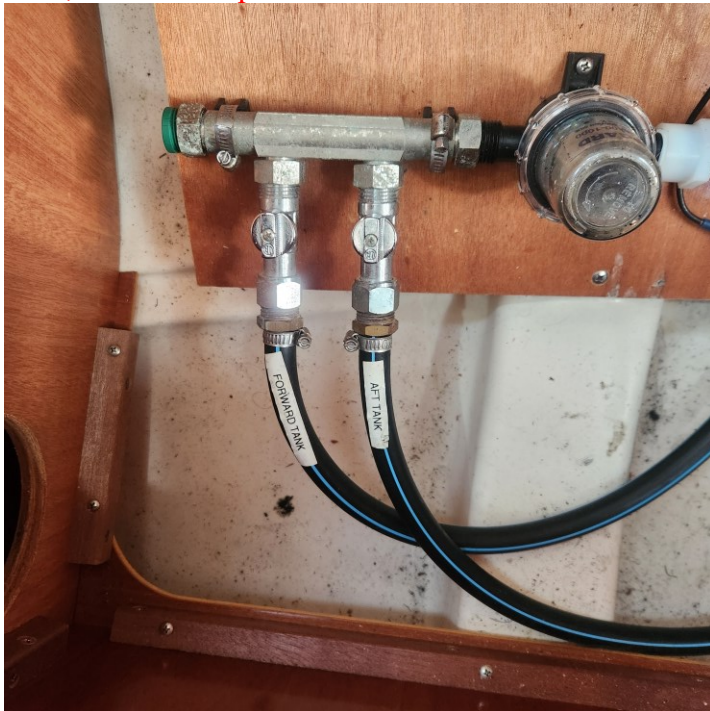
## Fresh Water Tank

There are two fresh water tanks that hold about 82 gallons. They are located under the forward bunk and under the starboard bunk. Be mindful of the amount of water you use while washing dishes and taking showers, etc. Wastewater from the sinks and showers drains overboard through various thru-hulls usually located under the sinks.



To refill the tank, remove the **WATER CAPS** located on starboard deck fore and AFT. Attach the hose to the dock spigot and let run for a minute before inserting into deck fitting. Avoid flushing debris from the deck into the tank opening. **DO NOT** fill water and diesel at the same time!

A MANIFOLD to switch tanks is located under the STBD curved settee **in the salon next to the table, not the cockpit.**





## **Fresh Water Pressure Pump**

The WATER PRESSURE PUMPS are also located under the AFT curved settee.

Activate pump at the DC panel by turning on the Freshwater Pump breaker. If when in use, the water pump continues to run, you are either out of water or might have an air lock and need to bleed the system, which can be corrected by opening up a faucet. **If you run out of water, SHUT OFF the pump and turn off HOT WATER HEATER on the AC panel.** Serious damage can occur to the heating element!

## **Hot Water Tank**

The HOT WATER HEATER has a 6-gallon capacity tank and heats when connected to shore power or off the heat exchanger when the engine is running. To use in the AC mode, flip on the water heater circuit breaker on the AC electrical panel located under the NAV table. Do not use the water heater if the water tank level is very low. The water heater is located under the AFT curved settee.

## **Shower & Toilet**

Before taking a SHOWER, make sure both the Freshwater Pump and Shower Pump breakers are on. To activate the hand-held wand, pull the hose out of the sink and attach it to the wall spray holder. 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. Flick the SHOWER DRAIN switch in the head in order to drain shower (it looks the same as the light switch on the heads). Check for accumulation of hair in the shower and sink drains and pick up any accumulation, as it clogs the hoses. There is a shower sump strainer under the head sink. Close the appropriate thru hull then spin off the clear plastic bowl and clean as necessary. Ensure that the faucets and nozzle are completely off After use to save water.

# GALLEY

## Propane Stove

The boat is equipped with a low-pressure propane system for cooking. The propane tank is located in the port AFT cockpit locker. Your propane stove is activated by the following steps:

#1 Open the tank valve.

#2 Ensure breaker labeled Gas Valve at DC Panel is on. This is the power supply to the sniffer/solenoid.

#3 Turn on the gas at the stove (press in knob) and light the burner. You might need to hold the knob in for a few seconds while the thermocouple warms up. When lighting for the first time, allow a few seconds for the gas to travel from the tank to the stove. If burners fail to light, use a BBQ lighter located in the galley drawer.

#4. When finished cooking, turn off the switches and **close valve at the bottle.**

**Please be very careful not to put the kettle, coffee percolator or any hot pans on the counter tops, they will burn the counter tops!**

## Microwave Oven only operates when on shore power

## Refrigeration /freezer

The REFRIGERATOR operates on 12-volt power. Carefully monitor the use of the refrigerator when the engine is not charging the 12-volt battery system, such as when you are at anchor. There is both a breaker on the DC panel and a thermostat in the refrigerator /freezer. AYC will supplement you with 2 bags of ice. **The refrigerator should be turned OFF at night** when anchored or moored to prevent drainage of the battery. Use a cooler, when possible, for all your drinks to keep the refrigerator door closed as much as possible.

Pump out excess water in fridge / freezer as follows: #1 Push and hold the labeled button above the fridge.

## HEATING with ESPAR DIESEL HEATER

**NOTE BREAKER NEAR MAIN BATTERY SWITCHES MUST BE ON.**

**Never turn off the breaker if the heater is operating.**

### Turning on

1. Remove the exhaust cap on the port stern, **do not drop overboard.**
2. Open the Fuel Vent and Open Lazarette to check unit
3. Switch on heater at thermostat forward facing bulkhead near NAV station and adjust temperature to desired level.

### Turning off

1. Dial Thermostat down to the lowest setting,
2. Wait for the system to cycle off, 10 minutes should do.
3. Turn off thermostat switch
4. Screw exhaust cap back in.





## ELECTRONICS

TURN ON ELECTRONICS BREAKER AT 12V DISTRIBUTION PANEL. (See page 9)  
All electronic manuals are located under the NAV Station table.

### VHF Radio

The Standard VHF radio is located at the portside of helm station. Make sure the breaker is located at the DC panel (electronics). Monitor channel 16 at all times. VHF operation is covered in detail in the Moorings Beneteau manual located under the NAV station/table.

### Wind Instruments, Plotter, Autopilot and Radar

Turning on the electronics and Navigation equipment should be very simple. Refer to the Owner's Manuals located under the NAV seat.



## ENTERTAINMENT SYSTEMS

### CD/Aux/AM/FM Stereo Radio

The AM/FM stereo radio unit is located in the NAV Station. It operates like a normal car radio. There are speakers (stereo) in the salon and on the deck. There is an auxiliary cable in the NAV station, use this to plug into your iPhone, iPod or other device to listen to music while onboard.

# ANCHORING

The primary WORKING ANCHOR is a 35# CQR/Plow and is attached to 200' chain and line. The rode is passed through the deck from the ANCHOR LOCKER.

Chain is marked every 25' - 100'.

**MAKE SURE BREAKER IS ON TURNED ON AND HAVE THE ENGINE RUNNING TO USE THE WINDLASS!**

The anchor windlass is operated by a hand held remote located in the bin to the PORT of the Navigator's seat. It screws into a 3-prong jack Located AFT to PORT in the anchor locker. Be sure to secure the lid to the anchor locker in the up position to avoid injury. The connector has a screw cap that must be removed before the control can be connected. Please be sure to replace the cap when not in use. Proceed to raise and lower the anchor as needed.

Let out sufficient ANCHOR RODE (chain and line) before setting the anchor. 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. Breacher located in STBD berth with Bait. Switches Turn breaker off when not in use. Before raising the anchor, start the engine. Use the hand held remote (stored in the NAV station) as the boat moves toward the anchor **on engine power**, pressing the 'up' control to take up slack line as you move forward. Do not pull the line tight. When you are directly over the anchor, raise the anchor up with the windlass, giving the windlass short rests as you are pulling and raising the anchor. Place yourself in position to guide the anchor onto the roller. Reconnect the keeper line.

Coordinate the maneuver with the helmsperson to remain steady above the anchor as it is raised. As the anchor rises, be careful not to allow it to swing against the hull.

The SPARE ANCHOR and RODE is normally stowed IN THE AFT PORT LAZARETTE. Make sure that the Rode is securely attached to the boat before use.

## Mooring Buoys

Mooring buoys 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 BUOY into the wind as you would for anchoring. Have crewmembers 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 buoy, have the crew holding the boat hook point at the buoy with the hook so the skipper always knows where it is. Hook the buoy and bring the ring up to the boat to allow the second crew to thread the ring with the line. Release with the boat hook. If your mooring line is led out the starboard chock bring the end of the line back through the port side. You will essentially create a bridle with about 10 feet of slack from the chalk to the buoy.

# SAILS AND RIGGING

## **Jib**

There is a 140% Jib on a roller furler. The furling line runs on the port side to the cockpit. To unfurl the headsail, (a) uncleat the furling lines, (b) wrap the sheet around the appropriate winch, (c) pull the sheet AFT while maintaining tension on the furling line, (d) 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 on the furling line until there are 2 wraps of the sheet around the sail. Jib sheets are led back to the cockpit to two winches. Adjust fairleads forward in heavy air, AFT in light wind.

## **Mainsail**

The mainsail is located on top of the boom when not sailing. You must attach the main halyard and untie the sail cover. Turn the vessel into the wind and hoist the main making sure all lines and jacks are clear and free to hoist. If it is too hard, STOP and look at the head of the sail moving up the track. It may be caught and or fouled. Lower and clear then hoist. Make sure the outhaul and main sheet are loose when hoisting. Make sure all sail locks are open when hoisting, tighten up all line, sheets and halyards as needed.

All Jib sheets, reef lines, mainsheet, halyards and traveler are all operated from the cockpit. There is no whisker pole, and no spinnaker setup.

## ***Troubleshooting:***

Sometimes, furling line gets stuck part way through the furling process. This is usually due to not applying proper tension on lines during the furling and unfurling process. Try letting the sail in / out and repeating the process. Be sure you are headed into the wind to reduce pressure on the rig.

Mainsail Hoist. Please make sure on hoist that all Lazy Jacks lines are clear of the head of the sail as it moves up the track. Sometimes a jackline or other line can get caught over the head and you will break something if you continue to winch the sale up. STOP and look to see if any hoisting or furling is difficult.



## BARBECUE

"The BARBECUE and MOUNTING BRACKET are usually mounted on the AFT rail. If not, they are stowed in the port lazarette.

Attach a PROPANE BOTTLE to the REGULATOR. Carefully light the unit, preferably with a long-stem butane lighter. The barbecue generates a lot of heat and cooks hot and fast. Do not cover the unit until it has cooled completely. Please wipe with a paper towel before storing to prevent grease and dirt soiling the boat.

*Note: Propane bottles are stocked in the AYC office. You will need to purchase one if extras are not found on board. (AFT port locker vicinity propane tank.)*

*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 propane locker. Ensure gasoline and flammable materials are not near the barbecue.***

## DINGHY

Lower dinghy from AFT davit system, make sure plug and oars are in dinghy.

Remove the engine mounted on AFT railing, mount to the Dinghy, **never tow the dinghy with the engine mounted.**

**If towing a short distance**, make sure that a responsible individual is always keeping an eye on its tow rope when slowing down or stopping. Bring up all the slack to prevent a wrap around the prop.

After the dinghy is in the water and ready to go (PFDs etc.), open the vent in the fuel tank and choke the engine once while starting. Make sure the outboard is secured and the fuel valve is open.

When heading to shore, use **EXTREME CAUTION**. Choose an area free of any large rocks that might cause damage in beaching. Make sure the engine gets tilted up a safe distance from shore so the prop does not hit the bottom or shear the pin. Lift up on the dinghy to bring it up to higher ground. NEVER drag it, it will puncture the bottom! Secure it when leaving as tides come up very quickly.

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: 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 starboard lazarette. A few should always be out and readily available. Your flares and safety equipment are located under the NAV station seat. There is a MOM flotation sling on the AFT railing.

Always keep a sharp lookout posted for logs, deadheads, or other flotsam and jetsam. A log hitting your prop can ruin your vacation.

LA DOLCE VITA is equipped with an AUTOMATIC BILGE PUMP that is hard wired to the battery that is operated by switching on the bilge pump breaker on the DC panel. Normally, the switch will be left in the OFF position. You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge. If you continually hear the bilge pump running, check your bilge! You may have a serious problem!

ONE AUXILIARY HAND OPERATED BILGE PUMP is located in the port lazarette. A handle is located in the port AFT lazarette. These are operated by an up and down motion with the handle. Use only in emergency situations.

The ENGINE SPARES / TOOLS are located under the NAV station seat and settee seats. This includes oil filters, raw water impeller; fuel filters, belts, and other small parts. Extra oil and coolant are also located in port lazarette.

## **CRABBING AND FISHING**

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 dangled in your prop as you swing with wind or current. It is best to use the dinghy to set your crab pot/ring away from the boat. A partially open can of seafood or 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.