

# OPERATIONS MANUAL



## *OCEAN ROMANCE*

Welcome aboard!

We are happy you have chosen **"OCEAN ROMANCE"** for your vacation. We are sure you will enjoy cruising the lovely islands of the Pacific Northwest.

Probably the most popular model from Hatteras. Sure to stand out anywhere with her flawless styling and quality construction. Hatteras has enjoyed a reputation for building spacious, comfortable, and seaworthy Motor Yachts. Unrivaled attention to detail and extremely well-designed living solutions, this four-stateroom layout can accommodate up to 8 guests. This Hatteras 70' Cockpit Motor Yacht "OCEAN ROMANCE" is a beautiful ensemble ready to cruise today.

We trust this manual will help you become familiar with the boat. 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

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 located ON FORWARD ENGINE ROOM BULKHEAD. Check the level of OIL in each engine by checking your dipsticks. 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. Ask your fleet captain at checkout if you have any questions about the markings on dipsticks. 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 is in the ‘**open**’ position (lever in-line with valve). Observe the glass of each RAW WATER STRAINER for debris. Shining a flashlight thru the strainer often helps see debris. If necessary, close the seacock, open the strainer cover, clean the strainer, and reassemble. Remember to reopen the seacock. Confirm water flow from exhaust(s). Check your generator fluids as well.



## Start-Up

Before starting the engines, do your inspection. The engines should be started from the lower helm station. Ensure GEAR SHIFTS are in 'neutral', or the engines cannot be started because of the "neutral lockout". THROTTLES should be advanced 2-3 inches but not full throttle. If engines are cold, Prime engines by pressing fuel prime buttons on either side of the autopilot display for 4-6 seconds. There should be keys into the IGNITION SWITCHES, turn on the key and press the Green "START" button to engage the starter. When the engine catches, pull the throttle back to 800 rpm. Do NOT over rev the RPM's. Check your gauges and silence any alarms at the panel above the helm. The Starboard engine has a persistent Transmission high temperature alarm. Just silence this but the light alarm will remain on.



If the engine cranks slowly or fails to turn over, check the condition of the battery on the ELECTRICAL PANEL. If the battery is low, try the BATTERY PARALLEL SWITCH. This switch is located next to the horn button to connect the other engine battery. Turn off after using.

Move the THROTTLE to raise the engine speed to 800 to 1000 rpm on the TACHOMETER. Warm the engine for about 10 minutes before engaging the transmission. Observe the readings of the gauges. The oil pressure will register about 35 TO 45 PSI when the engine is cold. The engine temperature should rise slowly. WHEN HOT AND AT IDLE, THEY MAY REGISTER AS LOW AS 10 PSI.

**Note -- If oil pressure is low, shut down the engine, and inspect the engine compartment and look for possible causes (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 engines to 'idle' for about 5 minutes to cool them gradually and uniformly. The time engaged in preparing to dock the boat is usually sufficient. Ensure each GEARSHIFT is in the 'neutral' position and each THROTTLE is in the 'idle' position. Turn off engines by pushing the stop RED button below the keys. Do NOT turn the key off while the engine is running. Then turn the keys off after shutting down.

## Getting Underway

DISCONNECT the shore power cord (see 110-Volt next page). Close the PORTHOLES, WINDOWS, and FORWARD HATCH. Turn on Bow thruster, Turn on your VHF and electronics. ASSIGN crew members their various positions. Once outside the marina, idle the engines while the crew brings in fenders and lines. If your vessel is equipped with a bow thruster, this is often helpful to hold the bow to the dock while the bowline is removed. NOTE THE ENGINE SYNCHRONIZER DOES NOT WORK FOR THESE ENGINES. DO NOT ATTEMPT TO USE IN ANYWAY. THE SHIPS HYDRAULIC STABILIZER SYSTEM HAS BEEN DISCONNECTED AS WELL.

## Cruising

All close quarters maneuvering should always take place at the pilothouse helm. Engage the GEAR SHIFTS. Ensure the throttles are in the 'idle' position before engaging the gear shifts to avoid transmission damage. Cruising speed is a maximum of about 1200-1400 RPMS. If you run at 1200 RPMS you will cruise at 9 to 10 knots and use only 16 gallons of diesel per hour. Your speed will vary depending upon the weight and load and weather conditions. TRIM TABS can be adjusted for comfort and visibility by putting in the "bow down" position.

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

## Docking

During docking, use the PILOT HOUSE HELM for greater visibility to the stern USING THE CAMERA SYSTEM. Have your crew make ready the lines and fenders and give clear instructions on how you will be docking. Your crew will need to HAVE THE SHORT BOARDING LADDER SET UP PRIOR TO DOCKING. Other crew members will need to be at the stern, the bow and mid-ships to hand over the next lines. Use your bow thruster, these may be engaged in short bursts to hold the vessel while lines are put on the dock. Do not overuse, as they will have a thermal shutdown if used for more than 10 seconds at a time.

Prior to docking, rock TRIM TAB switches to the 'bow up' position (8 to 10 seconds) to make slow-speed backing and turning easier. While moving slowly to the dock or mooring location, center the WHEEL (e.g., rudders straight) and use only the GEARSHIFTS, THROTTLES & THRUSTERS to maneuver the boat.

## Fueling Up

OPEN FILLER CAP (S) located port side P.H. door with a DECK FITTING KEY, which is kept in the port drawer in the Pilothouse.

**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 oil/fuel sorbs handy to soak up spilled fuel. Locate fuel vents to listen for the tank becoming full and to know where sorbs may be needed. You should have a rough idea of the number of gallons you will need by the engine hour indicator.

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 vent OVERFLOW ON the outside of the hull near the tank opening. The sound may indicate that the tank is nearly full when THE sound STOPS and be prepared to catch spilled fuel. Spillage may result in a nasty fine from law enforcement.

Replace each tank cap. Turn on the blower before starting the engines.

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

# BOAT ELECTRICAL

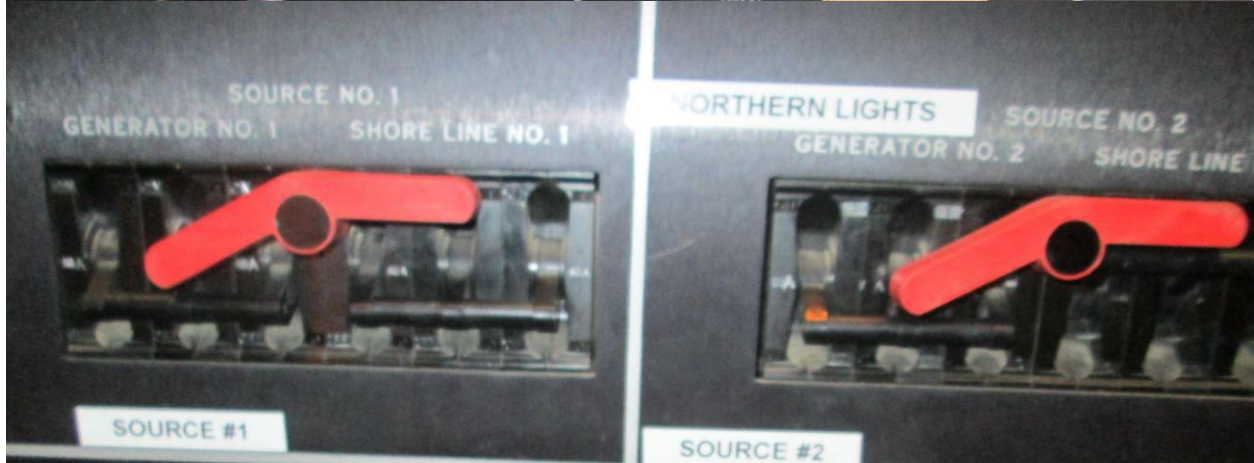
**FOR ALL INTENTS AND USES, SHORE POWER OR GENERATOR POWER IS TO BE ON AT ALL TIMES.**

The electrical system is divided into four distribution systems: 110-220-Volt AC, 12-Volt / 12-Volt DC.

The systems are controlled from the AC ELECTRICAL PANEL located left of P.H. steering wheel, the DC 24 /12-Volt AUXILIARY PANEL located starboard forward down stairs and the BATTERY SWITCHES FOUND in the engine room. Two panels located in the engine room. Engine room switches should not be turned off without direction from AYC Staff. When not connected to shore power or on a generator, batteries are providing all power. Therefore, monitor the use of battery levels carefully with your voltmeter located at each panel. Turn off electrical devices that are not needed.

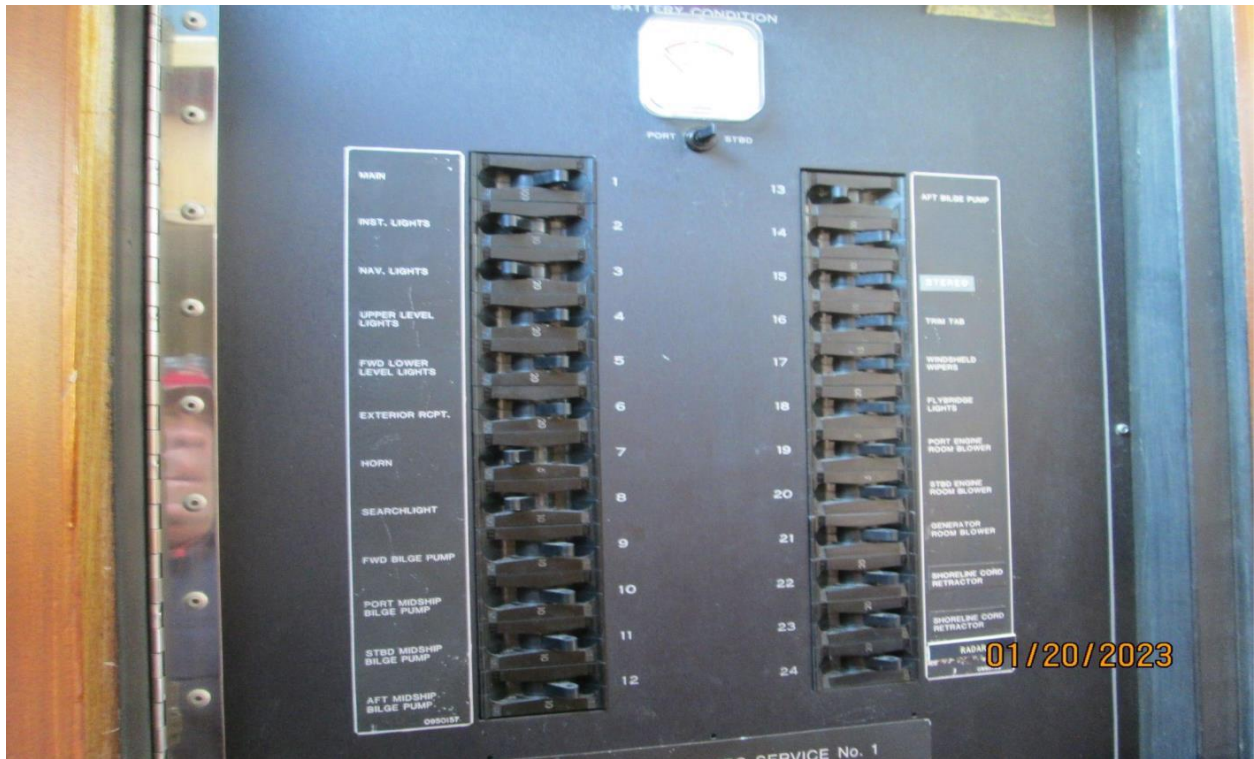


OCEAN ROMANCE ELECTRICAL PANEL



OCEAN ROMANCE ELECTRICAL PANELS





OCEAN ROMANCE ELECTRICAL PANELS

## 110-Volt AC System

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

To connect to shore power, use the Glendenning retractable cord on the starboard side forward of the helm plug or the standard plug-in just to the left of both pilot house doors with the **50-amp** POWER CORD located in the deck box forward deck. Check the power rating/plug size of the nearest dock receptacle (that is 50-amp, 30-amp, 20 amp, or 15 amp). Plug into dock noting the plug number at each receptacle on board. Turn the dock power on. Turn on the appropriate ship's power selector and check for reverse polarity. If reverse polarity, turn all systems off and contact marina or AYC service. Cords coming off the bow can be wrapped loosely around the bowline or bow rail.

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

If your outlets fail to work, check your GFIs to make sure that they have not been tripped. Be aware that one GFI breaker may supply plug-ins in several areas. MOST OUTLETS ARE CONTROLLED BY MASTER HEAD GFI OR PORT PILOT HOUSE GFI, CALL FOR HELP ON THIS IF NEEDED.

### 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 OF WHEEL IN PILOT HOUSE**. They are above the ac selectors and labeled 1, Onan or 2, Northern Lights. USE ON ODD OR EVEN DAYS.

First preheat the SELECTED generator for about 20 seconds. Then while still preheating turn the switch to start. Hold the switch in that position while the generator catches. (About 5-10 seconds). Make sure water and exhaust is exiting the starboard side forward of the pilothouse door.

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

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

## House (12-Volt) System

Your battery banks support 12-Volt DC power:

The BATTERY SWITCHES are located aft engine room bulkhead. 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, electronics etc. Bilge pumps should always be left on.

### House Battery Bank & Switch

The ENGINE / HOUSE BATTERY BANK provides power for all DC systems, except the engines and 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 Port, Starboard, and House Battery banks to measure charging or resting battery voltages.

When a battery bank is being charged, the 12V voltage will read from about 13.1 volts to 14.4 volts and 24.5V to 26.7 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.

Most batteries are charged by the engine ALTERNATORS while underway. The engine/house batteries are charged by the BATTERY CHARGER when connected to shore power. Ensure the Battery Charger circuit breakers at the electrical panel are ON. The SHORE POWER AND GENERATOR will also charge the batteries for the Thruster bank but the engines will not.

### Battery Parallel Switch

Each ENGINE BATTERY is connected to its corresponding engine. However, should one engine battery be insufficiently charged to start its engine, the other engine battery may be momentarily connected to provide a boost. Press the BATTERY PARALLEL SWITCH located in the Pilothouse helm next to horn relay. Turn off the parallel rocker after the engines start up.

### Bow Thruster Operations

The control for the bow thruster is located at both helms. Push the green button, it is wise to always test your thruster before untying from the dock or while approaching a moorage. If they fail to turn on at the helm station.

## 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. It is YOUR RESPONSIBILITY. If a head becomes clogged. Always pump the head for children, so you can make sure nothing foreign is being flushed.

The heads are electrically powered and by pushing the flush buttons, they will flush to the holding tank.

*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.*

### Holding Tank

The sanitation HOLDING TANK holds approximately 180 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 an indescribable catastrophe and an EXPENSIVE FIX to you. Empty the tank EVERY OTHER DAY to avoid this problem. Flushing a few ounces of AYC provided deodorizer will help eliminate odors.

The HOLDING TANK is located in the keel area. There is a tank watch warning light located at each head control area. When the light turns red, the tank is  $\frac{3}{4}$  full but do not rely upon this only as they often get clogged. Paying attention to the general number of flushes is best.

#### ***The holding tank is emptied in one of two ways:***

#1) At the Marine Pump-Out Station, remove the WASTE CAP located starboard forward of PH doors. Insert the pump-out nozzle into the waste opening. Hold the nozzle firmly against the deck fitting to ensure a tight seal. Turn on the pump and open the valve located on the handle. 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 tank. Then re-pump to leave the tank rinsed for the next charter. This also eliminates head odors.

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

To operate the macerator, depress the MACERATOR ROCKER SWITCHES simultaneously on the DC electrical panel. Listen to the macerator's sound. When the pitch becomes higher, the tank is empty. Discharge may be observed on the starboard side. It should take 15 to 20 minutes to empty the tank

# WATER SYSTEM

## Fresh Water Tank(s)

The FRESH WATER TANK holds 240 gallons. The water maker onboard can refill as needed but use sparingly as always on a vessel at sea. To refill the tank, remove the WATER CAP located aft port at stern. Avoid flushing debris from the deck into the tank opening. DO NOT fill water and diesel at the same time!

## Fresh Water Pressure Pump

The WATER PRESSURE PUMP is located in the engine room service panel #2. Activate pump at the 12-Volt DC panel by turning on the breaker. (Usually left on) If the water pump continues to run, you are either out of water or might have an air lock and need to bleed the system by opening up all faucets. If you run out of water SHUT OFF YOUR HOT WATER HEATER on the AC panel. Serious damage can occur! You can leave the water heater on at all times unless out or low of water.

## Shower

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

## Hot Water Tank

The HOT WATER HEATER has a 30-gallon capacity tank and is available when connected to shore power or generator. To use, 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 engine room port side. Service Panel #2 in the engine room has this breaker.

A pressured SALT WATER WASHDOWN is available from a hose spigot near the windlass. To activate, flip the switch located on 12V panel near stairs to below deck forward. After use, turn the switch off to prevent pump burn out, and ensure no object leans on the switch to turn it on accidentally.

## **GALLEY**

All power in the galley is 110 or 240V including stove / oven microwave and outlets.

Turn on the galley breakers on the appropriate AC panel to the left of the helm station in the pilothouse. You can leave these on most of the time **except for the range / oven**. These two should be left off unless needed.

### **Refrigerators**

The TWO REFRIGERATOR's, Ice Maker and wine cooler are using 110-volt power. They can only be used when 110-volt power shore is connected or generator power. Always leave these on for operations.

## **HEATING SYSTEM**

### **Built-in Cabin Heat AIR CONDITIONING (HVAC)**

**7 ELECTRIC HVAC PANELS** are available when connected to shore / ship power. One is located in the master stateroom, den / salon/ pilot house, mid stateroom/ VIP, and bunk room.

Make sure the air-conditioning sea water pump breaker on the AC panel is on then turn on other breakers as needed. **FAILURE TO HAVE SALTWATER AC PUMP ON WILL DAMAGE ALL HVAC UNITS.**

Push power on at each control station and choose heat or AC. Please understand these systems draw a significant amount of electricity. Use as needed when on shore power. More than 3 on at a time may trip power breakers.

## ELECTRONICS

All electronic manuals are located in Pilot House seat Drawers.

### VHF Radio

There are 3 VHF RADIOS. The first is located at the Pilot House; Make sure the electronics 12-Volt breaker switch is on. It is located at the 12-Volt panel. There is a second VHF RADIO located at FlyBridge helm. There is a handheld at steps to Fly Bridge for Dinghy. Always monitor channel 16 while underway.

### Depth Sounder

There are 2 GARMIN DEPTH SOUNDERS, to activate make sure 12-Volt breaker is on at 12-Volt Panel, the sounder should provide reliable readings in shallow waters. If in doubt, switch it off, then turn it back on to reset sounder. If your reading is blinking, it is a FALSE reading. False readings can occur in depths of more than 200 feet or in areas of strong currents or tides.

*Remember to ALWAYS consult your charts for depth!*

### Radar (MFD)

To operate the Garmin RADAR press and hold the POWER button to turn Unit on. To turn off, press and hold POWER button about 3 seconds. Note, you are not allowed to travel in FOG or in serious wind conditions.

### Global Positioning System (GPS) Chart Plotter MFD

The Garmin GPS is on the PH Helm and at Flybridge. Ensure that your 12-Volt breaker is on and then press the "ON/OFF" button to activate. It works by pressing the "PAGE" button to scroll through functions. Refer to the manual normally found in seat behind pilothouse helm.

*Note -- GPS is considered a navigation aid. Do not rely on it. Compasses, charts, and dividers are the tools to plot position, course, and speed.*

## ENTERTAINMENT SYSTEMS

### AM/FM Stereo Radio

Flybridge has a separate stereo like a normal car radio. There are speakers (stereo) in the salon and two (stereo) on the bridge. The "FADER" controls the distribution of the salon and bridge speakers. The BALANCE controls the sound distribution in the left and right speakers.

### TV/VCR

TV/ Intellian / Starlink is in the entertainment cabinet in the salon, each stateroom. See operations manual for further details.

## ANCHORING

The primary WORKING ANCHOR is a 75 Lb. CQR and is attached to a 400 ft. chain passed through the deck from the ANCHOR LOCKER. The locker can be accessed through the **forward crews' quarters** if there is an anchor keeper, release it.

The WINDLASS POWER SWITCH is located in a 24V panel. At the bow, tap gently on the 'down' foot control to provide a small amount of slack in the chain. Tip the anchor just over center and gently begin lowering the anchor. If necessary, guide the anchor over the anchor roller to prevent binding on the pulpit. Be careful of pinch points.

Let out sufficient ANCHOR RODE (chain and nylon line) before setting the anchor. Colored markers are placed every 25 feet on the chain, indicating the amount of rode. If the anchorage is crowded, put down at least a 3 to 1 scope (60 feet for 20 feet of water), back the anchor in with a short burst from the engine. Then let out additional scope dependent upon conditions. Install anchor chain bridle from bow cleats to chain, slack a loop in the windlass side of the chain.

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

Reconnect the keeper, close the plastic covers on the FOOT PEDAL CONTROLS. Turn 'off' the WINDLASS POWER SWITCH.

## BARBECUE

The BARBECUE and MOUNTING BRACKET are fixed mounted on Flybridge. Slide the plexiglas panels forward to avoid heat damage to canvas and glass.

**Turn on the gas propane bottles located adjacent.**

Carefully light the unit, preferably with a long-stem butane lighter. The barbecue generates a lot of heat and cooks hot and fast. Please wipe with a paper towel before storing to prevent grease and dirt soiling the boat.

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



## DINGHY & OUTBOARD MOTOR

Your 13-foot Apex inflatable dinghy with a 50hp Honda engine is stored on the upper boat deck. It has a capacity of about 900 pounds (motor, equipment, and 4 people).

To deploy the dinghy, make sure the Davit breaker is on at the 24V panel. Connect remote control to the outboard side of the davit arm. Untie Dinghy tie-downs, make sure plugs are in dinghy and key is in ignition. It is always a good idea to check the battery for dinghy while on the cradle.

Make sure the fuel line is connected and primed. Using a davit controller and with crew help, Lift Dinghy off cradle and lower to water. **MAKE SURE ALL HANDS ARE CLEAR OF BEING DIRECTLY BELOW DINGHY ALWAYS.**

Here are some tips from “COLYNDA”, our professional yacht crew who is the primary team aboard MV Ocean Romance, regarding launching and recovery:

1. ONS2 is heavy but manageable, go slow and be strategic with use of crane angle and lines. The bow will spin to point towards the port side when launching and lands perfectly beside the swim step.
2. Take note or mark the current pad to hull placements. Placement needs to be precise to target tender so equally aligned with bow / ORO's stbd side and stern / ORO's port. It should be almost directly even on each end with no overhang.
3. Use the crane line to aid in onboarding. Use it at the same time as pulling on bow line to bring onboard and rotate into place.
4. Offloading – remove straps, put plug in, connect bridle, and lift straight up with pulley until close to top. Then use crane to lift high enough to clear stern light, push off and rotate using bow and stern lines, lower crane to horizontal once clear of ORO, then lower pulley line to water.
5. Onloading – reverse above, and refer to 1 and 2.

### DINGHY TOWING

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

There are two bridles onboard for the tender, a long and a short one. Both work well, but it rides best with the longer one. The shorter one requires a tether so the tow operation can retrieve the bridle from the upper deck. Both are the yellow line stored in upper line/bridle locker top deck stbd side.

**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 in certain months.

CRAB AWAY FROM THE BOAT! Lines can get wrapped around props. Fish-flavored cat food or with the pop-up ringed lids or frozen chicken backs work the best for a nice neat way to bait the ring. After 15-20 minutes, retrieve the crab line and ring quickly. Be certain of water depth before lowering crab rings or pots; make certain the buoy line is long enough for the depth. Measure the crabs using the CRAB MEASURING GAUGE normally located on the upper boat deck in Dinghy. Keep the male crabs of proper size (usually 6 ¼ inches across the carapace). Boil crabs for 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 flybridge seat**. A few should always be out and ready. Your flares and safety equipment are located in the cabinet **below the stairs to the flybridge**.

Ocean Romance is equipped with 5 AUTOMATIC BILGE PUMPS. Each has its own on off auto switch located at both helm stations. Normally, the switch will be left in the AUTO position. You may occasionally hear the pump operate due to condensation and water from the shaft log accumulating in the bilge.

The ENGINE SPARES BOX (plastic blue color) is stowed onboard for AYC use. This includes oil filter, raw water impeller, pump parts, injectors, and other small parts.