OPERATION MANUAL

PAMELA JOY

Welcome aboard!

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

The Selene 53 is one of the most successful yachts of the Selene Ocean Trawler line. It's a displacement yacht meant for long-range cruising, big for her length and beamy. Her shape below the waterline and single engine is fuel efficient. The big slow-turning prop responds instantly to increases in throttle. Soft chines forward sharpen to hard chines near amidships, and from there to the transom, the run stays flat, much like that of a ship. It sweeps up to let solid water flow to the prop and rudder. A keel of barely discernible drag becoming deeper aft than forward provides directional stability, helps damp roll and protects the prop and rudder during grounding.

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.

TABLE OF CONTENTS

BOAT OPERATION

Engine Inspection

Remember your **"WOBBS"** every morning: Water (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 the forward engine room wall. Check the level of OIL in each engine by checking your dipsticks located STARBOARD Main engine fill cap and dip stick. 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 out the general conditions 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). The raw water intake is located on port side side across from main engine next to the fuel tank.

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 engine, do your inspection. The engine should be started from the lower helm station. Ensure GEARSHIFT is in 'neutral', or the engines cannot be started because of the "neutral lockout". Turn on "Engine Start" breaker(s) on electrical panel. Insert key into the IGNITION SWITCH.

Turn the key clockwise partially and pre-heat the engine 15 seconds. Push the control station select on the Electric shifter control. All lights should come on at that station. Turn the key fully clockwise to engage the engine. If the starter does not engage when the key is turned, move the gearshift lever slightly until you find neutral and try again while turning key.

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 PATHMAKER BATTERY PARALLEL switch, located at the pilot house helm. The switch should connect the batteries automatically; if not, hold the toggle UP and try again.

Press the throttle only at the station and move the THROTTLE to raise the engine speed to 1000 rpm on the TACHOMETER. Warm the engine for about 5 minutes before engaging transmission. Observe the readings of the Cat gauges. The oil pressure will register about 60 PSI when the engine is cold. The engine temperature should rise slowly.

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 to 'idle' for about 5 minutes to cool gradually. The time engaged in preparing to dock the boat is usually sufficient. Ensure GEARSHIFT is in the 'neutral' position. Turn off engines by pressing the red STOP button beside the key Then don't forget to turn the key off at the lower helm

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. Do not forget to switch on the thrusters, you may need them. Confirm station control from either upper or lower helm. If the lights on the control are not on you must be in neutral to shift from lower to upper and upper to lower helm.
The Time Zero marine navigation PC located in the cabinet at the base of the lower helm must be powered on along with the monitors at the lower helm. There is a keyboard and mouse for using the Time Zero MFD on the starboard screen at lower helm. The Furuno system on the starboard screen is powered on by the Furuno Controllers at each helm.

ASSIGN crew members their various positions. Once outside the marina, idle the engines while crew brings in fenders and lines.

Cruising

All close quarters maneuvering should always take place at the upper helm.

Engage the GEARSHIFTS. Ensure the throttles are in the 'idle' position before engaging the gearshifts to avoid transmission damage. Cruising speed is a maximum of about 2100 RPMS. If you run at 1700 RPMS you will cruise at 8 knots and use only 6 gallons of diesel per hour. 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. In general, lower RPMs result in much improved fuel economy.

Stabilizers System

This vessel is equipped with a hydraulic fin stabilizer system. The Main engine must be running and both the breaker on DC panel on and unit control to on. Push the engaged black button to turn on and adjust sensitivity as needed for sea conditions. You should see lighted bulbs in the yeelo or green to determine if unit is working. PLEASE NOTE. TURN SYSTEM OFF BY PRESSING THE ENGAGE BUTTON AGAIN AND POWERING OFF WHILE DOCKING OR WHEN NOT NEEDED. IT WILL CONTINUE TO FUNCTION AND WILL CAUSE PROBLEMS AT LOW SPEED OR IDLE.

Docking

During docking, use the FLYBRIDGE HELM for greater visibility to the stern. Have your crew make ready the lines and fenders and give clear instructions on how you will be docking. Often your crew will need to step off from the swim step with the stern line. Another crew member will need to be at the bow or mid-ships to hand over the next lines. If your boat has thrusters, these may be engaged in short bursts to hold the vessel while lines are put on the dock.

BOW THRUSTER/STERN THRUSTER should not be used for longer than 5 second bursts.

Fueling Up

OPEN FILLER CAP(S) located in the port and starboard cockpit.

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. Locate fuel vents if possible, to listen for 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. Also periodically have someone turn on the key to watch the fuel gauge or station a person by tank site glasses to watch fueling progress.

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 inside of the hull near 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.

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: 110-volt AC and 12-volt DC.

The systems are controlled from the AC ELECTRICAL PANEL located pilot house port side, the DC AUXILIARY PANEL located beside it and the BATTERY SWITCHES FOUND in the salon port side and the port side pilot house cabinet. When not connected to shore power, batteries are providing all power. Therefore, monitor the use of battery levels carefully with your voltmeter located on the DC panel. How much electricity is being drawn from the batteries can be monitored on the ampere meter located beside the volt meter. Turn off electrical devices that are not needed.

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, 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, 20 amp, or 15 amp). If necessary, add a CORD ADAPTER located in the lazarette. Turn the dock power on. Cords coming off the bow can be wrapped loosely around the bow line or bow rail.

You can plug in at the bow or the stern. Breakers are located at the bow Port side cabinet above queen berth and in the aft Lazertette.

At the ELECTRICAL PANEL, flip the SHORE CIRCUIT BREAKER on. Check for reverse polarity. Then turn on appropriate breakers for battery charger, refrigeration, water heater, etc. 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.

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 water heater or the battery charger. Your inverter panel is located to port side of the helm with an on/off switch. Make certain that it is on. The actual inverter is located in the commissary below the aft salon.

The inverter's power source is the DC house or inverter batteries located in the lazarette and commissary. The quantity of DC power is <u>limited</u> 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! If anticipated power usage is heavy, start your generator or engines to keep batteries charged.

When connected to shore power, the inverter automatically becomes a battery charger for the 12-volt HOUSE BATTERIES. Should you detect the inverter failing to charge the house batteries, check the circuit breaker in the AC Panel and the inverter control panel. Also, there is usually a circuit breaker located on top of the inverter box.

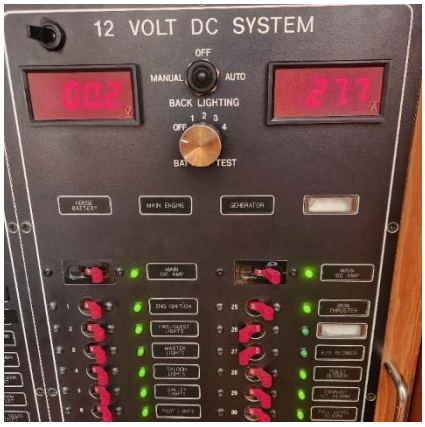
Generator

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 to the port side of the helm. First pre-heat the generator for about 20 seconds. Then while still pre-heating push 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 aft.

Prior to starting, make sure all individual AC breakers are turned off. After 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 main AC distribution switch. Lastly kill the generator by switching generator switch to "off" until it dies.

House (12-volt) System



Five battery banks support 12-volt DC power: 1) engine battery 2) house battery bank 3) Inverter bank 4) Generator battery 5) Bow/stern thruster battery.

The BATTERY SWITCHES are in the salon, port side, under the settee 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, etc. Bilge pumps should always be left on.
Your breakers such as propane and windlass 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 4 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 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.

The batteries are charged by the ALTERNATORS engine 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

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

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 at the lower helm Turn off after the engines start-up.

Bow/Stern Thruster Breaker(s)

The Breakers for the bow/stern thruster is located on the DC panel. There is another main breaker located in the **LAZARETTE AND UNDER FORWARD QUEEN MATTRESS**. Under normal operation, this large red breaker should not be required. 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, check the breaker(s). Be aware that some thruster controls turn off automatically after 7-10 minutes and need to be re-armed on the helm control.

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 RESONSIBILITY!

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 supplied by AYC*

Holding Tank

The sanitation HOLDING TANK holds approximately 70 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. Flushing a few ounces of AYC provided deodorizer will help eliminate odors.

The HOLDING TANK is located under the floor outside the forward head.. There is a tank watch warning light located at the port side lower helm station, but do not rely upon this only as they often get clogged. Paying attention to the general number of flush's

The holding tank is emptied in one of two ways:

#1 At the Marine Pump-Out Station, remove the WASTE CAP located on the forward starboard side. Insert the pump-out nozzle into the waste opening. NOTE: Pamela Joy has an adapter for pumping out stored in the Portuguese fly bridge cabinets. Hold nozzle firmly against the deck fitting to ensure a tight

seal. 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 freshwater 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 under waterside. It should only take 5-7 minutes to empty the tank

Y-Valve

The Y-VALVE directs waste effluent into the sanitation-holding tank or flushes the effluent 'directly overboard'. The Y-VALVE is located at the hatch at base of stairs. A plastic strap keeps the handle pointed to the holding tank – the normal position. *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.*

WATER SYSTEM

Fresh Water Tank(s)

The FRESH WATER TANK(S) hold 400 gallons. Observe the water level by checking the gauge in the pilothouse overhead panel. 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 on the port side. 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 in the engine room port side. Forward or aft but never together.

Fresh Water Pressure Pump

The WATER PRESSURE PUMP is in the engine room. Activate pump at the AC panel by turning on the breaker. 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 a faucet. If you run out of water SHUT OFF YOUR HOT WATER HEATER on the AC panel. Serious damage can occur! NOTE: the primary water pump is AC ONLY and you will need the inverter, shore power, or generator to run water.

Hot Water Tank

The HOT WATER HEATER has a 30 gallon capacity tank and is available when connected to shore power. Generator or via a heat exchanger underway. 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 in the aft port engine room.

Shower

Before taking a SHOWER, make sure water pressure and shower sump breaker 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 outlet is located at the bow pulpit. Ensure that the faucets and nozzle are completely off after use.

A pressured RAW WATER WASHDOWN is available from a hose spigot at the bow pulpit. To activate, flip the SEA WATER WASHDOWN breaker at the DC panel. 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

Stove/oven

The stove and oven is propane. Turn on the "stove" breaker on the AC panel.
Your propane stove is activated by the following steps:

#1 Turn on the propane tank located under the port flybridge settee.
#2 Turn on the solenoid switch located in the port side galley.

#3 Turn on the gas at the stove (Press in knob) 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 / freezer is 12 volts only. Monitor the use of the refrigerator Freezer when the engines are not charging the 12-volt battery system. The local power switch is located above the front doors. It can be turned down to the lowest position when anchored or moored or turned off when turning in for the night. Minimizing openings helps a lot!

HEATING SYSTEM

Diesel Heater (DC)

The DIESEL FORCED-AIR FURNACE located in the lazarette provides heat in the same way as a household furnace. Turn on the TOGGLE SWITCH located at the DC panel. Set the THERMOSTAT to the desired temperature.

Check The furnace EXHAUST PORT located starboard aft 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.

Built-in Cabin Heat (AC)

Four ELECTRIC HEATERS are available when connected to shore power. One is in the pilothouse, one is in the master stateroom, and also in the guest rooms. Make sure the corresponding heater breaker on the AC panel is on.

Engine Heat (DC)

This CABIN HEATER is available while underway. The engines provide heat in the same way as a car heater. Turn the Fan Heater knob at the pilothouse helm to start the flow of air. There are three fan settings, 'low' 'med' and 'high'. When engines are not running, turn the heater switch off to conserve batteries.

Reverse Cycle heating and air-conditioning
Two control units, one in main salon and 1 in master control of this system. You must have 240 V power so generator or both mail outlets on pig tail adaptor to operate this system Turn on AC pump first then the 2 compressors. Adjust ac or heat as needed at the two control system heads. Water will discharge port and starboard so do not be alarmed.

ELECTRONICS

All electronic manuals are located at the pilothouse helm.

VHF Radio

There are two VHF RADIOS. The first is located at the pilothouse helm. There is a second VHF RADIO located at the flybridge. Make sure the VHF breaker is on located at the DC panel. Turn on by pressing the power button. Always monitor channel 16 while underway.

Depth Sounder

There are DEPTH SOUNDERS, one Furuno stand alone at lower helm- and the other on the Furuno MFD at the upper helm. To activate the upper DEPTH SOUNDER, press the switch bridge instrument panel. Set the scale, shallow alarm, and deep alarm as desired. 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

To operate the Furuno RADAR press and hold the POWER button to turn the radar on. Select from the Furuno to control your choices. Time zero does not show the radar. This is the port MFD at the lower helm and the single MFD at the upper helm.

Remember you are not allowed to travel in FOG or in serious wind conditions.

Global Positioning System (GPS)

The Furuno GPS is on the 12 Volt GPS breaker Ascertain that your breaker is on and then press the power button Press the 'page' button to scroll through functions.

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

Stereo

The Fusion brand unit is in the salon in the forward starboard cabinet.

TV/VCR

A TV with Amazon Firestick is in the main salon. To use, power the TV on and make sure the Firestick is connected to the ship's WIFI.

Starlink

This vessel is equipped with state-of-the-art STARLINK internet access system. Please see your fleet captain for access.

ANCHORING

The primary WORKING ANCHOR is a 100 lb plow and is attached to 400ft chain passed through the deck from the ANCHOR LOCKER. The locker can be accessed through the hatch at the port bow. If there is an anchor keeper, release it.

The WINDLASS POWER SWITCH is located on the DC panel; there is also a large red breaker button at the pilothouse helm. 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 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. 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 chain bridle. Remove the bridle from the chain. 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. If necessary, idle the boat forward with then engines by placing briefly in gear to put slack in 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 anchor locker.

Reconnect the keeper between the anchor and bollard. Close the plastic covers on the FOOT PEDAL CONTROLS. Turn 'off' the WINDLASS POWER SWITCH.

A SPARE ANCHOR is normally stowed in the port bow locker. The very light aluminum SPARE ANCHOR RODE is located in port locker Attach the rode securely to the chain shackle.

Mooring Cans

PAMELA JOY is too large for mooring cans. Plan to anchor.

BARBECUE

SECTION TBD

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 12ft Apex DINGHY with a 40hp Yamaha engine is stored on the upper deck. It has a capacity of about 1130 pounds (motor, equipment, and 5 people).

Make certain the DAVIT breaker is on at the bottom of the AC panel. NOTE: since the davit is AC powered, you will need to run the generator. Attach the Davit Controller and be cautious of the system as it is very powerful. Please do not swing the davit against the aft portion of the radar arch.

Turn on Dinghy battery switch under helm seat, Make sure Key is in ignition then Lower using the davit

To deploy the dinghy, attach the lifting harness to the eyes in the dinghy, then attach the davit hook to the eye on the lifting harness. Carefully lift it off the deck and lower down to the water. **MAKE SURE THE PLUG IS IN!!!!!! NEVER LIFT OR LOWER THE DINGHY WITH PERSONS ABOARD!!!!!!**

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 dingy for long periods or in exposed (and potentially rough) water is STRONGLY DISCOURAGED.

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 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 in the galley. 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 you lifejackets are stowed in the fly bridge and cockpit. A few should always be out and ready. Your flares and safety equipment are located ----------.

Pamela Joy is equipped with four AUTOMATIC BILGE PUMPS. The master switch is located left of the electrical panel. 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.

An AUXILIARY HAND OPERATED BILGE PUMP is operated the cockpit port side using the handle provided for that purpose. This is used only in emergency situations.

The ENGINE SPARES BOXES (clear plastic) are stowed in the engine room. This includes oil filter, raw water impeller, pump parts, injectors, and other small parts.