

OPERATIONS MANUAL

Peisinoe



Updated August 31, 2025

Peisinoe

2000' 53' NAVIGATOR CLASSIC

Welcome aboard “Peisinoe”. As owners we have made every effort to make this manual include relevant information so that you can have a safe and memorable vacation aboard “Peisinoe”.

The Navigator 53 Classic is a California built pilothouse yacht whose traditional styling and spacious interior has made her a very popular cruising yacht since first introduced in 1995. She is built on a solid fiberglass, easy-riding modified-V hull which delivers a comfortable ride. She has a three stateroom, two head layout, a full-beam very spacious salon and a U-shaped dinette in the pilothouse. On deck the cockpit is exceptionally large and up on the flybridge a wrap-around lounge seating can seat a small crowd. Bow and stern thrusters make the boat easy to dock and maneuver.

The name "Peisinoe" comes from a Greek Siren. Peisinoe, also known as Peisinoe, derives her name from the Greek words "peisis" and "noos" meaning 'affecting the mind.' In ancient Greek mythology, the sirens were mythical beings renowned for their perilous nature. They possessed the ability to entice sailors through their enchanting songs, leading unsuspecting ships to meet their demise on the treacherous cliffs surrounding their island. Beware! :)

A few of our favorite places/things to do include;

- Fisherman's Bay on Lopez Island (Bill's favorite) renting bikes to tour the island and jamming to a local band at the Islander Resort. Bike out to the Fisherman Bay Preserve. Tricky entrance at low tide.
- Anchoring at Sucia and hiking the various trails.
- Anchoring off Cypress and hiking to Eagle Cliff.
- Anchoring at Reid Harbor on Stuart Island and hiking to Turn Point Lighthouse.
- Friday Harbor Marina for good restaurants, brew pub and e-bike rentals.
- Rosario Resort on Orcas. Hike to Cascade Lake for a swim or summit Mt Constitution.
- Visiting Roche Harbor, getting fresh donuts and visiting the sculpture park.



Our family wishes you an amazing vacation in the San Juan Islands!

Cheers,

Hana, Bill, Tena, Stellan and Ketta

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"Peisinoe" was manufactured in Parris, CA, USA by Navigator Yachts. Navigator Yachts are strong durable yachts designed for the pleasure boater. Navigator Yachts systems are very straight forward and are very easy to cruise and maneuver.

SPECIFICATIONS:

Length:	53 feet
LOA:	57 feet
Beam:	15 feet
Draft:	4' - 6"
Power	2 x Volvo Penta TAMD 63P-A engines @ 370 HP ea.
Generator	13.5 KW Kohler
Displacement:	46,000 Lbs.
Fuel:	750 Gallons
Water:	175 Gallons
Waste:	70 Gallons
Cruising Speed	10.7 knots @ 1800 RPM
Dingy	AB 12 DLX RIB w/ Evinrude E Tec 40hp
Windlass/Chain	Muir w/ 300' 3/8's chain, 50' rode

ACCESSORIES LIST :

Tool Kit:	Located in wet room under galley
First Aid Kit:	In drawer under starboard counter.
Flashlights:	Located in cabinets in staterooms and one in engine room on top of Port tank.
Davit Cord:	Located in fly bridge counter storage.
Fluids & oils for Engines:	Located in wet room under galley.
Funnels:	Located in wet room under galley.
Key for dingy:	In Pilothouse cabinet (starboard side).
BBQ grill:	Located under lazarette.
Life Jackets:	Located in closet down stairway.

Familiarize yourself with the various systems outlined in this manual. This boat has many features that are designed for easy use, comfort, convenience, and safety. Proper use and thoughtful care will ensure your trip will be safe and relaxing.

There are operational manuals with individual manuals of the engines, instrumentation, and most of the systems on "Peisinoe". These operational manuals cover repairs and maintenance of major items as well as operating procedures for use of the various accessories and systems on the boat.

QUICK GUIDES :

Note:

Please Do not Remove Flybridge Canvas – There are Tabs to Swing it up and out of the way for Ventilation. It is easily Damaged when Removed and Difficult to Reinstall.

- **Use ONLY soft fiber cloth and lemon Pledge to clean flybridge windows.**
- **Please Remove Shoes Inside the Boat.**
- **No Smoking or Vaping**

PRE-START CHECK LIST

Before you operate the vessel for the day, do an inspection of the mechanical systems and the engine room. Any problem is much easier to fix while securely tied up at a dock, or even at anchor, than when it is adrift.

MAIN ENGINES :

1. Turn on engine room lights breaker on 12-volt panel.
2. Grab a flashlight and enter engine room via hatch in cockpit or below the galley.
3. Check oil level in main engines. Dipsticks are down low near center of engines facing centerline of boat. **You need to pull the dipsticks, wipe, then reinsert and pull again to get a proper reading. The level should be between the 2 marks. Please use a paper towel or oil rag, not the dish towels!**
4. Check the coolant level in each engine. The easiest way to do this is to take filler cap off and feel for coolant. The coolant level should be one inch from top.
5. Check for water in bilge, general condition of belts, hoses, and fuel lines.
6. Check sea strainers directly in front of engine for obvious obstructions.
7. Check marine gear (trans) oil. It should be golden in color and between the two marks on the dipstick. Don't operate if the oil looks cloudy.

NOTE: In case of engine overheating or lack of raw water coming from exhaust shut down engine immediately. Then close through hull for engine raw water intake, and disassemble sea strainer and clean basket. Re-assemble sea strainer, open thru hull and restart engine. Check immediately for water flow out of exhaust. Make sure raw water system has picked up a prime. If not, shut down and close the thru hull and open top of sea strainer. Fill to brim with water in order to get a prime. Re-assemble sea strainer, open thru hull, restart engine and check for raw water flow.

GENERATOR:

1. Enter engine room from the lazarette or the galley
2. Open hatch at left side of sound shield.
3. Check oil — dipstick is down low on engine.
4. Check coolant level.
5. Check sea strainer for obvious obstructions.
6. Check fuel filter for water and contaminants and drain as needed.
7. Close sound shield and close lazarette or galley hatches

PORTHOLES :

Make sure all portholes are closed before departure.

STARTING MAIN ENGINES:

After your engine room check, you are ready to start main engines.

1. Turn on the engine start switch. Monitor the engine preheat light. When the engine preheat light blinks out, you are preheated and ready to start the engine.
2. Make sure gearshifts are in neutral, at both helms. **Engines will not start unless gearshifts are in neutral.**
3. Turn engine keys to full clockwise position to start the engines and release after the engines start.
4. Observe readings on tachometer, voltmeter gauge, and oil pressure. Engine temperature should rise slowly.
5. Start each engine independently and monitor each set of gauges. Immediately after engine start. Look over the port and starboard sides to confirm that water coolant exhaust is operating. If not, then immediately shutdown. Start the port engine first. The port engine alternator charges the port engine battery and the generator battery. The starboard engine alternator charges the starboard engine battery and the house batteries, (6).

ENGINE SHUTDOWN :

Turn off the engines, with the engine keys by fully turning the keys counter clockwise. Following engine shutdown, turn the engine keys briefly to clockwise and then back counterclockwise to cause the engines RPM to indicate zero at complete shutdown.

ELECTRICAL SYSTEM:

The electrical panel on “Peisinoe” is very straight forward. The electrical panel is divided into the DC side or batteries and the AC side which is shore power or generator power. “Peisinoe” does not have 220 volt service. Care should be taken not to exceed the boat’s limit to provide electrical power. All breaker switches on the electrical panel are labeled.

This vessel’s electrical demand can exceed the dock’s capacity to provide. When an electrical device or circuit is not needed, be sure the device is turned off.

110 VOLT SYSTEM:

110 Volt electricity is used to run the TV/VCR, Stereo, Microwave, Wall Outlets, etc.

1. The 110-volt system breakers are on the right-hand side of the electrical panel
2. 110-volt power can be obtained from three sources:
 - a. Shore power
 - b. Generator
 - c. Inverter

SHORE POWER :

“Peisinoe” has a unique system to connect to shore power. There is a spool of 80’ of power cord inside the engine room with a **mechanical CABLE MASTER**. To use turn Cable Master on at the breaker panel. To operate it there is a switch on the starboard side of the swim deck which will either send out power cord or retract it. Extend as much power cord as you need.

At the ELECTRICAL PANEL, flip the SHORE CIRCUIT BREAKER on. Check reverse polarity indicator light. If on, disconnect shore power and contact AYC ASAP. If not on, then turn on the 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.

NOTE: When connected to shore power, priority should always be given to the battery charger breaker that charges all batteries from and thru the inverter. **Always turn it on.**

Be certain to check thru Line 1 and Line 2 on the AC panel for voltage and amperage on both lines. Some marinas can experience poor shore power facilities. If the salon, galley, staterooms and pilothouse plugs are off, then the line voltage and subsequent amperage on Line 1 is insufficient. The quick fix is to tighten your connections or shut off the shore power and then change.

GENERATOR :

When shore power is unavailable, the generator can provide ample 110-volt power.

1. Turn off the shore breaker, located on the bottom of the 110 volt panel.
2. Press and briefly hold the generator start toggle switch to start the generator. Once the generator starts, the toggle start toggle switch will flip to the center position.
3. Turn the main generator breaker on.
4. Switch on the desired breakers for 110 volt service from the generator.
5. To turn off generator, turn off main generator breaker and push toggle switch.

NOTE OF CAUTION: The main generator breaker must always be off before the generator is started or stopped. A mechanical lock on the electrical panel will allow only generator power or shore power.

If generator shuts off it is due to overheating. Check seacock and coolant. Bring back to AYC.

INVERTER:

The inverter is truly automatic and you should not find it necessary to adjust any of its settings. The best thing is leave it alone unless there is an issue. If so, then please take a picture of it and forward to AYC for a discussion.

110-volt power can be provided by the inverter, which uses 12-volt battery power to make 110 volt AC current. 110-volt power is very limited with the inverter because it comes from a limited source (the house batteries). You cannot run, on the inverter, heaters, microwave, hair dryers, TV, etc. at the same time or for any length of time. It will drain the batteries.

The inverter's best use is to provide low wattage, or intermittent 110-volt power during an evening at anchor to save the generator from constant short start-ups and shut downs.

When the boat is on shore power or has the generator running, the inverter becomes a battery charger for the house batteries.

The remote switch and indicator panel for the inverter is located on the starboard side of the salon as you go up into the pilothouse. When there is no shore power or generator power, then turn off 110-volt power sources which are not needed. This should be done at night while at anchor, etc. When using the inverter alone for 110-volt power, it is a good idea to make sure the battery charger breaker is off on the 110-volt panel.

12 VOLT SYSTEM:

The 12-volt system runs the electrical systems necessary to operate the vessel; bilge pumps, navigation lights, house lights, electronics, etc.

The 12-volt circuit breakers are located on the left-hand half of the electrical panel console. Use only the circuits needed while keeping the others off. There are enough lights and other 12-volt devices to drain the house batteries of power if they were all left on during a long evening when not connected to shore power of the generator.

The 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 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.

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%

The 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 and Inverter circuit breakers at the electrical panel are ON.**

Battery State is visible on the Victron GX Touchscreen. If the battery falls below 50% turn on the generator.

BATTERY SWITCHES :

The battery switch box is in the engine room, port side above the house and generator batteries. Leave these switches on. Each switch is marked as to which battery bank it corresponds to. The crossover switch is used to jump the engine starting batteries with the house battery. Leave this switch off unless the starting batteries have insufficient power to crank the engines.

We recommend to just leave all of this alone unless there is a real problem and then it might be best to photograph contact AYC for discussion.

EXTREMELY IMPORTANT: Make sure the inverter switch and battery charger breakers are off before crossover switch is turned on. If both are on when crossover switch is turned on, it will destroy the inverter.

FRESH WATER SYSTEM :

The quality of fresh water at remote island outposts can vary considerably, depending on the island and time of year. Please monitor the quality of the island water so to avoid refilling with brackish or silty water.

Peisinoe has the factory installed water tank, 175 gallons. However, we recommend that you purchase your potable water for drinking water

Peisinoe will be full of water for your charter. There is a water tank gauge near the floor of the Pilothouse - starboard side.

To fill Peisinoe with water, use the filler port on the port side on the swim platform.

Don't put water into the diesel tanks or the waste water tank.

ELECTRIC WATER HEATER :

The electric water heater runs off the 110-volt system. It should be used only on shore power or with the generator operation. The circuit breaker is on the 110-volt panel. **EXTREMELY IMPORTANT: Do not use the electric water heater if the water tanks are very low or if they run dry. The electric element may burn up if the tank has no water.**

SANITATION SYSTEM :

“Peisinoe” has two heads. Both heads use the VacuFlush system. The water supply for the toilets is fresh water. There is one holding tank which holds approximately 70 gallons. The only water going into the holding tank is toilet water. All other water sources are pumped or gravity feed overboard. Add chemical as needed to the holding tank through one of the toilets. It is imperative that every member of the crew be informed on the proper use of a marine head. The valves, openings, and pumps are small and will clog easily. If a head gets clogged, it is your responsibility! Adults should closely oversee the use of the toilets by small children so you can see what is being flushed. Note: Never put in paper towels, napkins, sanitary products, household T.P., or food into marine heads. Use only marine T.P. provided by AYC. A clogged toilet can be very expensive to repair, leave a huge mess, and potentially ruin a vacation.



PLEASE SIT DOWN

MASTER AND VIP HEADS (VacuFlush model):

It is very simple, first use the toilet, then press down on the foot lever on the left side of the toilet. Keep pressing until the contents flush down and the bowl fills with a couple of inches of water. That's it.

HOLDING TANK:

The holding tank is located under the floor at the base of the bed in the forward stateroom. It has a capacity of 70 gallons.

IMPORTANT: You must be mindful of the extent of your crew's use of the holding tank. Roughly 1 gallon per flush goes into the holding tank. Both toilets flush directly into the holding tank. The waste level indicator for the holding tank is on the panel at the helm in the pilothouse. (see photo) The only wastewater going into the holding tank is the water from the toilets.

NEVER overfill the holding tank. It is possible to break a hose, clog a vent, or burst the tank if it is used when it is full. The result is an indescribable catastrophic and a costly repair bill. A good rule of thumb is to pump out the holding tank every 2 days.

NOTE: There is a water tank and holding tank monitoring gauge near the floor of the Pilothouse – starboard side. (see photo)



Pumping out the holding tank is done one of two ways.

#1 There is a deck pump-out on the starboard side, for use with marina pump out stations. Insert the pump-out nozzle into the waste opening. 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 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 contents of the holding tank can be pumped overboard with the macerator in appropriate areas. (ONLY DO IN CANADA AT SOME SPECIFIC LOCATIONS)

MACERATOR (For pump out only in some Canadian locations):

It is very important to understand the macerator operation. Brief the waste tank macerator operation with your AYC fleet captain prior to shoving off.

1. The macerator seacock is located under the forward stateroom floor and is open.
2. Turn on the macerator pump on 12-volt panel. There is a guard on that switch.
3. When the tank is empty, discontinue operations. The macerator tank level indicator lives a “pretty rough environment” The constant accuracy of the gauge is questionable. A good rule of thumb is to pump out or discharge, as noted, after three days of use by four souls.
4. NEVER run the macerator for lengthy periods or when holding tank is empty so to prevent pump burnout. Five minutes of pumping out with the macerator will usually empty the tank. The discharge for the macerator is on the starboard side, under the water line and just below the starboard side pilothouse door. When running in calm quiet conditions you will hear it chirping.

NOTE: Only turn on the Macerator switch if you intend to pump out waste in Canada – otherwise, leave it off.

DISCHARGING THE HOLDING TANK OVERBOARD IS NOT PERMITTED IN ANY U.S.A. WATERS. YOU ARE PERMITTED TO DISCHARGE OVERBOARD IN CANADIAN WATERS, BUT NOT IN HARBORS OR MARINAS IN CANADA.

WINDLASS AND DAVIT:

The anchor windlass and davit motors use a large amount of electrical power. It is always good to have main engines running or 50 amp shore power or generator when operating the windlass or davit. When the dinghy davit is used at anchor, use generator power or engine power. The ships batteries are not enough power for the windlass or the davit. The breaker for the windlass and davit is in the electrical panel bottom left. Keep the main power to the anchor windlass and davit off when not in use. These breakers will trip often. Simply reset and continue.

WINDLASS:

1. Turn on the windlass breaker.
2. Always use proper anchoring procedures when anchoring.
3. Bring boat to complete stop before setting anchor.
4. Pay out enough scope before setting anchor.
5. Monitor vessel's position periodically while setting anchor to see that anchor remains solid. This is important if it becomes windy or if there is a current.
6. Always start main engines before you begin to weigh anchor.
7. Care should be taken that the anchor does not swing into bow and that the shank is guided over pulpit rollers.
8. When finished with windlass, turn off breaker at panel.
****NOTE: When recovering MORE THAN 150' of chain, ALWAYS HAVE SOMEONE AT THE RODE LOCKER (V-BERTH) to push the chain pile over so it will not jam the winch.**
9. There is a fresh water pump water faucet at the windlass. Wash down the anchor and all chain before storing into the anchor locker. If you do not, then it will really smell in the staterooms. You may need to run fresh water over the chain in the chain locker. If so, then use the water hose provided. The chain locker gravity drains the water.
10. When at anchor use the snubber/bridle to take tension off the chain and windlass. This is found in the bait tank storage.
11. After setting the anchor connect the snubber to the anchor chain and tie the two ends of the rope to the port and starboard bow cleats so tension is on the ropes. Let some additional chain out so there is slack in the chain. **We do not want the weight of the boat at anchor on the windlass.**

DAVIT SYSTEM :

1. Make sure dinghy lifting harness is securely fastened to dinghy. **Make certain that the drain plugs in the dinghy are in tight and closed.** Remove tie downs for the dinghy.
2. Operate davit with the remote. BE SURE to check the cable to make sure that it is feeding from the bottom of the drum, that it is not frayed, and that it is in the groove on the roller in the nose.
3. **IMPORTANT: It is best to use two people to lower dinghy**, one person on fly-bridge and one ready to move along starboard side decks to guide dinghy safely past salon windows into the water.
4. Be sure to have a line on the dinghy. Life jackets for the operators are a good idea.
5. Detach davit cable from tie down and attach to lifting harness of dinghy.
6. Using the remote control, lift the dinghy clear of the deck and high enough to clear the railing. Remember to lift straight up, do not pull sideways. **It swings real fast.** Keep it from swinging by holding the line on the davit.
7. Using a line attached to the bow or stern of the tender, swing the tender to the launching position. Pulling the tender into position will automatically swing the davit around. **Do not use the davit to swing the load. It is easier to use the load to swing the davit.**
8. When the tender is in the launching position, stabilize it, then use the remote to control to lower it into the water.
9. When the winch is in operation, you may hear a loud “thump”. This is the cable ending one layer on the drum and rolling off itself to start a new layer.
10. Secure the tender to the yacht then have someone board the dinghy and release the hook to the davit. Be sure to always keep the tension on the cable. Lifting the weight can allow the cable to go slack on the winch drum.
11. Use remote control to reel in the cable.
12. Swing the davit back toward its stowed position and reattach it to its tie down.
13. Unplug the remote control and replace the plug cover.
14. Turn power to the system off until ready to use again.

DINGHY USE :

The dinghy key is in the cabinet starboard side forward of the electrical panel, starboard side.

1. Turn on the dinghy battery switch under the seat. Turn battery switch off when leaving the dinghy.
2. The outboard for the dinghy is fuel injected and typically will not require a priming. It is a two-stroke engine. The engine uses a small amount of two stroke oil which can be found under the seat. The fuel should be ethanol free and the fuel tank is under the seat. Please don't use the built in fuel tank as it leaks. Upon adding fuel into the tank always add some fuel stabilizer. Make sure it is in neutral when starting. The dinghy fuel tank is 5 gallons

ELECTRONICS :

USE OF AUTOPILOT :

As the owner of "Peisinoe", I do not recommend using autopilots on pleasure boats.

HOWEVER: IF THE AUTOPILOT IS ENGAGED, A HELMSMAN SHOULD NEVER LEAVE THE HELM STATION! WHEN THE BOAT IS UNDERWAY, VIGILANCE MUST BE MAINTAINED! A collision with floating debris can cause severe damage to the boat's props, shafts and rudders as well as the hull.

USE OF GPS CHART PLOTTERS :

"Peisinoe" has two independent GPS navigation systems. One navigation system is on the flybridge. It is a 12 inch I pad hard mounted and hard wired in a Ram frame with the Navionics app on it. This I pad is for GPS use only. It does not have a phone number and it will not connect to an internet

The other navigation systems are the Simrad chart plotters in the pilothouse and flybridge. They are AIS transceivers. The pilot house chart plotter has radar. There is a Raymarine depth finder on the panel in the pilothouse. The flybridge chart plotter powers this depth finder. So, it must be turned on.

The chart plotter in the pilothouse is a Simrad EVO 2. The chart plotter on the flybridge next to the I pad is a Simrad GO 9. All of "Peisinoe's" GPS navigation devices are touch screen and operate very much like an iPad. They are very intuitive. Handbooks for all devices are in the operations manuals located in the forward stateroom cabinet on the starboard side. It is best to review the use of these GPS navigation devices prior to shoving off. There are some very good internet sources for instructions and videos on U Tube on how to use these GPS devices. We suggest to look at some of those before your charter

The GPS is considered a navigational aid. Feel free to use it but do not rely on it. The compass, charts, dividers, etc., are considered navigational tools. You must be continuously aware of your appropriate position, course, and speed using the navigational tools. Electrical problems can render electronic navigational aids unreliable or inoperable. Never set any portable electronic items such as radios near the magnetic compass. Paper charts are fool proof. The requisite paper charts are at the pilot house helm and stored under the pilot house seats.

On board personal iPads for navigation are recommended.

CAUTION: When at the helm, and cruising, it is easy to forget to look up often from the GPS screen. As a result, you may run into logs, driftwood, kelp, or shrimp and crab traps. Ask your crew to help provide lookout while cruising. Hiring a diver to pull kelp off your prop, or assessing damage because you hit a log or have a crab trap line wrapped around the driveshaft is not vacation time! A haul-out plus damages, is not fun.

RADAR :

Instructions for the use of the Simrad MARINE RADAR are in the Simrad manual in the Orca Belle's Operations Manuals (located in the V-berth stateroom). U Tube for the Simrad EVO 2 is very good source to review.

VHF RADIOS :

Instructions for use of the VHF RADIOS are in the "Operations Manual" stowed in the V-berth stateroom.

ENTERTAINMENT :

"Peisinoe" has 3 TVs and DVD players (please bring your own DVDs). The one in the salon can be accessed by pushing "2" on the control to the left of the TV cabinet. This will raise the TV. Press "1" to lower it.

The DVD player and stereo receiver are in the cabinet to the right of the TV.

There is a TV/DVD player in the salon, one TV/DVD player in the master stateroom and one TV/DVD player in the forward stateroom.

HVAC SYSTEM - REVERSE CYCLE HVAC UNITS :

There are four HVAC units for air conditioning or heat on "Peisinoe". These can only be used on shore power or with the generator running because they draw a significant amount of AC power. The units are located in the salon next to the refrigerator, in the pilothouse by the helm, and one in each stateroom. Each unit will deliver heat or air conditioning. Each of these units are a stand-alone compressor, evaporator, condenser and blower fan for air conditioning or heat. They are very much like a residential heat pump unit. The heat is provided by the heat from the compressor. The air conditioning is provided by the compressor, et al, and it uses Freon or just like a residential unit.

To operate: First turn on the AC Pump on the breaker. The AC pump must be turned on. This is extremely important. Failure to do so will damage the system and is very expensive to repair. Confirm that the AC Pump is operating by observing the circulating cooling sea water discharging from the port and starboard sides.

Then turn on the unit you desire at the unit and its associated breaker switch. Select the temperature you desire by pushing the red button for heat or the blue button for air conditioning.

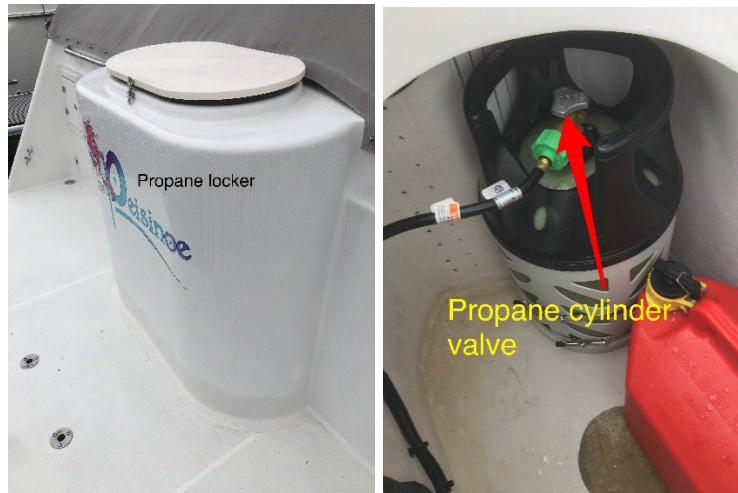
To turn off: First turn off each unit at the unit and then on its breaker. Then also turn off the breakers for the two stateroom units. Then please allow about 10 minutes for cool down before turning off the AC Pump.

THE AC PUMP MUST BE ON FOR OPERATIONS FOR HEAT OR AIR CONDITIONING. FAILURE TO DO SO MAY DAMAGE THE UNIT.

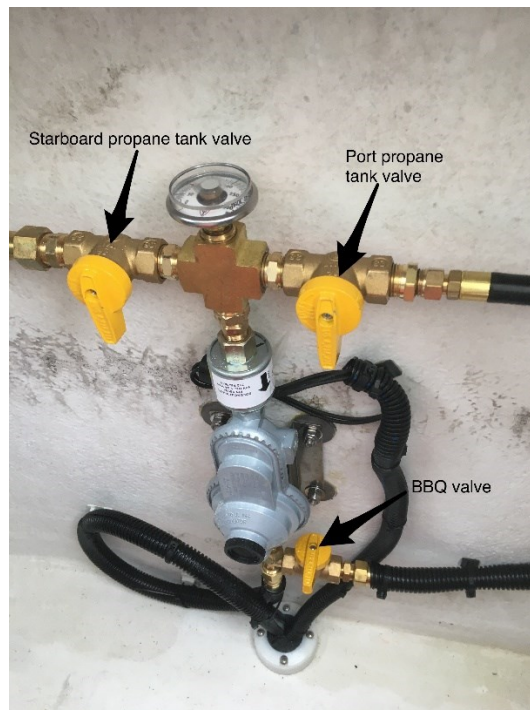
MISCELLANEOUS

PROPANE COOKTOP AND BBQ GRILL (combination for Propane Locker is 9330)

To operate the LPG (liquid propane gas) system on Peisinoe for use of the stovetop:
Turn on one of the two propane cylinders located in the propane locker on the aft swim platform by turning the valve on the top of the propane cylinder counterclockwise until it stops.



Turn on the yellow valve (located on the regulator assembly at the aft end of the propane locker) associated with the propane tank that you turned on by turning the yellow valve lever 90 degrees counterclockwise. Note: all valves in the photo are in the OFF position.





Now gas will be allowed flow to the stovetop. Depress stovetop knob for desired burner and turn to desired flame setting. Hold in the burner knob in the down position for 3 seconds before releasing to allow thermocouple to remain in the open position. Happy Cooking!

CONVECTION/MICROWAVE OVEN :

The galley has a combo Convection/Microwave Oven. Ideally, this is run while on shore or generator power but can be run off the house batteries in a pinch.

WASHER/DRYER :

The washer and dryer are “typical residential units” and very easy to use and will allow you to wash and dry on board and not have to use shore facilities. Instructions for operation of the washer and dryer are in the “Operations Manual”. Use the liquid laundry detergent provided which is under the master bath sink cabinet. There is a light above the washer for convenience. When one opens the lid of the washing machine, lift the lid UP to the Velcro patch and that will hold the lid UP so you can maneuver clothes in and out of the tub.

Check to be sure the Washer breaker and the Dryer breaker are in the on position. Best to run either the washer or the dryer one at a time.

Before you turn the on the washing machine, check the water level gauge on the helm. Be sure there is plenty of water in the tanks.

Please clean the filter that is in the back of the dryer drum on the right for lint. Pull it out with 2 fingers, clean and then replace it in the back of the drum.

H2O SYSTEM (WATER MAKER) - Do not use.

GENERAL VESSEL OPERATION :

Always operate the vessel from the helm station that provides enough visibility given your course, speed and sea conditions. It is best to center the wheel (gauge on lower helm) and use only the engines to maneuver the boat backwards or at very low speeds. Make certain throttles and engines are at idle whenever you shift in or out of gears. Failure to do so can result in transmission damage.

When planning a day's passage, it is good to have an alternative plan in the event of inclement weather, crew preference, etc.

It is a good idea to refuel before the tanks reach 1/4 full. One reason is so that you are not searching for fuel with dangerously low tanks. Another reason is to prevent any sediment that may be in the fuel tanks from entering fuel lines and prematurely clogging the fuel filters. Fuel capacity is 750 US gallons. Do not run out of fuel with a diesel engine.

DOCKING :

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 (mostly) and THROTTLES to maneuver the boat.

When using the bow and stern thrusters only use them in quick bursts, for a maximum of 2 minutes, in order to not overheat the motor.

SAFETY :

Safety equipment and their locations are listed on the inventory sheet located in the gray binder on board.

Flashlights are in abundant aboard "Peisinoe".

FIRE FIGHTING :

"Peisinoe" has several fire extinguishers. They are all placarded. They are in the cockpit below the grill, in the salon by the icemaker, in the galley under the sink, in the closet in the hallway going to the staterooms and in each stateroom.

"Peisinoe" has several smoke/CO2 detector combo units. One in the engine room, one in the salon, and 3 in the living quarters. These all have long life batteries so they should not fail on your trip. But if any of these indicate end of life, please contact AYC as soon as possible.

STARLINK INTERNET SERVICE :

“Peisinoe” is equipped with Starlink Internet service. We pay \$250/mo for the Mobile Priority Plan which provides 50GB/mo and \$2.00/per GB after. It is an excellent service that you can use while underway, albeit expensive if data use is not monitored.

Charter parties get 12.5 GB per week with their weekly charter but must pay \$2.00/per GB after that use.

To control use there is a breaker labeled “Starlink” on the breaker panel that you can use to turn off service.

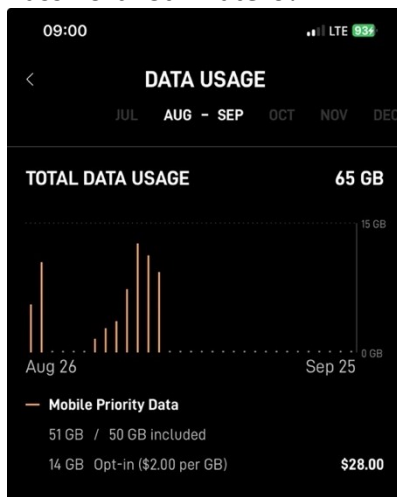
As you can see from the image below daily usage is tracked on a Starlink App. It is very easy to use many GBs of data, especially if movies are downloaded, social media apps constantly scrolled or mapping programs used all day long. Multiply that use by a boatful of users and charges can easily reach \$50-\$100+/per day. **Please be conscious of data use so there are no surprises.**

Suggestions:

- Cell service can be sketchy in the San Juan Islands but attempt to use cell service for your internet whenever possible.
- Control internet use by using the breaker.
- When on land (ex. Roche, Friday Harbor) find local Wi-Fi hotspots and download movies, etc. then.
- Download the Starlink App and monitor your own use. The data use shown typically lags by a day. Download the app then log on using b_davis@comcast.net, Password; Mazama0! I have provided this information so you can see your daily usage. **Please do not modify the account in any way. Circle of trust here.**

Network Name: Peisinoe2023

Password: Stillwater0!



CHECK IN :

Think of this as preparing the boat for the next skipper, which you are! Think of this as your home, and our home!

1. Leave yourself one to two hours to unload and clean up Peisinoe.
2. There is a vacuum sweeper in the stairway closet. Vacuum all carpets.
3. One of the most important rooms to clean well are the bathrooms. Please tidy up. Do not leave a dirty bathroom.
4. Please cover both helms to keep sunlight off the dashboard, instrumentation and compasses.
5. Make certain every utensil, pans, china, plates, cups, etc. are clean and put away in the proper locations.
6. Covers for the flybridge seats and the flybridge instrument are under the seat cushions. Please cover the instrumentation, even during your trip when at anchor, or in the marina to protect from hot sunshine. Please leave everything covered when you leave from your vacation, and then close the blinds.
7. Remove your garbage, stack all linens and laundry on the beds, remove all your personal items, foods and alcohol.

THANK YOU - WE TRUST THAT YOU HAD A WONDERFUL TRIP!