OPERATIONS MANUAL



Salty Dog

Welcome aboard!

We're thrilled you've chosen our boat for your Pacific Northwest adventure.

Salty Dog is named after our beloved Golden Retriever, Tucker—the smiling face you'll see below. He embodies the spirit we hope you feel aboard: relaxed, adventurous, and joyful. Whether you're cruising between islands, spotting wildlife, or simply enjoying the fresh sea air, we hope you feel right at home.

Wishing you smooth seas, sunny skies, and a wonderful voyage.
—Tucker 🐾



We hope 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.

Introduction

Welcome aboard *Salty Dog*—your place to relax, explore, and enjoy the Pacific Northwest.

Thoughtfully refreshed throughout, she blends comfort, performance, and just the right touches of luxury to make your time aboard both relaxing and memorable. Whether you're cruising through the islands of the Pacific Northwest or enjoying a quiet evening at anchor, *Salty Dog* is designed to feel easy, inviting, and exceptionally well cared for.

At the helm, you'll find upgraded Garmin electronics, including rear-facing cameras integrated directly into the chartplotter to enhance visibility and confidence while docking and maneuvering. New Glendinning engine controls with synchronizer provide smooth, intuitive handling underway, while both bow and stern thrusters make close-quarters maneuvering far more approachable, especially in tight marinas. We think you will particularly enjoy the "Slow" mode of the controls. This mode is for docking maneuvers and makes the forward and reverse thrust just a little softer and less abrupt. Practice with them and you will become even more of a docking master in no time. A new Steelhead E1000 hydraulic davit system simplifies launching and retrieving the dinghy, so heading ashore or out for a quick exploration is effortless.

Comfort extends throughout the salon and pilothouse, featuring updated décor, accent lighting, and beautiful wood easy-lift blinds—fully functional for privacy or filtering natural light. Retractable screens on the salon and pilothouse doors allow you to welcome in fresh air and a cooling breeze while keeping unwanted bugs out. A new salon couch converts into a queen sleeper, offering flexible accommodations for additional guests.

For your morning routine (or afternoon pick-me-up), enjoy coffee your way with a Nespresso Vertuo Next machine for a more elevated experience, or a traditional Mr. Coffee drip option for something simple and familiar.

To round out your experience, *Salty Dog* includes a Walker Bay center console tender paired with a 40HP Yamaha outboard—fast, responsive, and a lot of fun for exploring nearby coves, beaches, and harbors (with a friendly reminder to operate with care!).

Every upgrade and detail on board has been thoughtfully selected to enhance your experience, making your time on the water as seamless, comfortable, and enjoyable as possible.

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Salty Dog 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:	Walker Bay Generation with 40hp
Windlass/Chain:	Muir w/ 250’ 3/8’s chain

ACCESSORIES LIST:

Tool Kit:	Located in storage area under galley.
First Aid Kit:	Located in starboard cabinet left of electrical panel.
Flashlights:	Located in staterooms and one in engine room.
Engine fluids & oils:	Located in storage area under galley.
Davit Cord:	Located in starboard cabinet left of electrical panel.
Funnels:	Located in storage area under galley.
Key for dingy:	Located in starboard cabinet left of electrical panel.
BBQ grill:	Fixed to stern.
Life Jackets:	Located in closet down stairway, under foul weather helm & flybridge seats.

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.

CHECK 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. Two sets of knee pads are available for your comfort. They are in the storage area at the bottom of the ladder.
4. 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!**
5. Check the coolant level in each engine. For each engine there is a reserve container, and it shows when to add and how much to add. Use it as your guide.
6. Check for water in bilge, general condition of belts, hoses, and fuel lines.
7. Check sea strainers directly in front of engine for obvious obstructions.
8. Check transmission (marine gear) fluid levels. Ensure fluid is between the marks on the dipstick and appears clear/golden in color. Do not operate if the fluid looks cloudy. Take care when removing and reinserting dipsticks.

NOTE: <u>In case of engine overheating or lack of raw water coming from exhaust shut down</u> engine <u>immediately</u>. 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.

CHECK 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.

CHECK 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 pre- heat 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. Should start at a count of about 2 seconds.
4. Observe readings on tachometer (tach does take a few moments to engage), 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.

Trim Tabs

Trim tabs help keep the boat running comfortably and level in the water. If the bow (front) feels too high or visibility is reduced, gently press both tabs down to bring the bow lower. If the ride feels too low in the front, raise the tabs to lift the bow slightly. Make small adjustments and give the boat a few seconds to respond before changing again—slow, gentle inputs work best for a smooth and comfortable ride.

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. Ensure skipper and mate headsets are powered on and functioning (charge batteries after each use). 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 foul weather helm. It provides optimal visibility. Use the Slow Mode on the controls.

Engage the controls. Maximum cruising speed is 2100 RPMs. For a smooth and efficient ride, we suggest cruising at about 1800. Your speed will vary depending upon the weight and load and weather conditions. TRIM TABS can be put in the “bow down” position.

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

Docking

During docking, use the foul weather helm, and have your stern cameras on, for greater visibility. Have your crew make ready the lines and fenders and give clear instructions on how you will be docking. Often times your crew will need to step off from the swim step with the stern line. Another crew member will need to be at the bow or mid-ships to hand over the next lines.

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 and THROTTLES to maneuver the boat.

Docking Mode (Slow Mode) - HIGHLY RECOMMENDED FOR CLOSE QUARTERS MANUEVERING

Must be in neutral to engage
Turn ON:
- Make sure you are in neutral
Press TAKE + TROLL together (lights flash)

Turn OFF:
- Press TAKE + TROLL again
B. Normal Throttle Use
- Use both throttles
- Make small adjustments
- Pause and let boat respond

BOW & STERN THRUSTERS

Salty Dog is equipped with both bow and stern thrusters. They can assist with low-speed maneuvering when operating in tight spaces, such as docking or leaving the slip. Turn the thruster system on at the helm station you are using and allow it a moment to initialize. When transferring operation between the foul weather helm and the flybridge helm, press the TAKE button at the desired station to transfer control. Prior to maneuvering, use a brief test burst to ensure the thrusters are warmed up and responding correctly. Use thrusters in short, controlled bursts only, especially when docking or maneuvering in close quarters. Avoid

holding the thruster continuously, as this can reduce effectiveness and overheat the system. The thrusters may automatically power down after several minutes of inactivity, so verify they are on before use.

Shut-Down

Again, 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.

Fueling

OPEN FILLER CAP(S) located in the cockpit, one tank on each side. Fill both tanks to maximum. Use the DECK FITTING KEY which is kept in the starboard storage cabinet just left of the electrical panel.

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. 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.

Place the DIESEL nozzle into the tank opening, pump slowly and evenly, and note the sound of the fuel flow. Pumping too fast may not allow enough time for air to escape, which may result in spouting from the tank opening. As the tank fills, the sound will rise in pitch or gurgle. Pay attention to the TANK OVERFLOW VENT on the outside of the hull 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. *Caution -- Clean up splatter and spillage immediately for environmental and health reasons. Wash hands with soap and water thoroughly.*

BOAT ELECTRICAL

110-Volt AC/DC Panel

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

Battery Switches

When not connected to shore power, batteries are providing all power. Therefore, monitor the use of onboard electricity carefully with your volt meter located at the top of the panel, and turn off electrical devices that are not needed.

Shore Power

WARNING: Salty Dog's AC power system is a little finicky and it does not like any AC breakers on when connecting to shore power. Please make sure all breakers are off before flipping on the dock pedestal.

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 lazarette. Turn the dock power on. Cords coming off the bow can be wrapped loosely around the bow line.

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 volt meter for load. If the load exceeds voltage, you will pop your breaker. If this occurs, wait to turn on one of your systems (i.e., water heater) until your use of volts drop.

If your outlets fail to work, check your GFIs to make sure that they have not been tripped.

Inverter

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 on the wall just aft the breaker panel with an on/off switch. Make certain that it is on. The actual inverter is located below the galley.

The inverter's power source is the DC house or inverter batteries located below the galley. The quantity of DC power is limited to the capacity of these batteries. Therefore, running hair dryers, toaster, coffeepots, space heater, etc. and will quickly discharge the house/inverter batteries. Use these items VERY SPARINGLY! Monitor your battery usage very carefully!

When connected to shore power, the inverter automatically becomes a battery charger for the 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 are two inverter breakers on the circuit breakers located on AC side.

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 control panel. First pre-heat the generator for about 20 seconds. Then while still pre-heating turn the switch to start. Hold the switch in that position while the generator catches. (about 5-10 seconds). Make sure water and exhaust are exiting the boat.

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 Battery (12-Volt) System

Battery banks support 12-volt DC power: 1) port engine battery 2) starboard engine battery 3) house battery bank 4) Inverter bank 5) Generator battery

The BATTERY SWITCHES are located at the top of the breaker panel. 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.

House Battery Bank & Switch

The HOUSE BATTERY BANK provides power for all DC systems, except the engines and the 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.

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. The GENERATOR will also charge the batteries.

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%

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 on the panel. Turn off after the engines start up.

SANITATION SYSTEM

Marine Toilet

Salty Dog has two heads. 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 chemicals as needed to the holding tank through one of the toilets.

It is imperative that every member of the crew be informed of 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. A clogged toilet can be very expensive to repair, leave a huge mess, and potentially ruin a vacation.

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.*

To use the toilet, lift up on the pedal at the base. Water should appear in the bowl. If you need more water, gently press the pedal, ever so slightly and water will be added without getting flushed. Use the toilet. To flush, depress the pedal long enough to flush bowl and evacuate water (approximately 4 seconds), then fill the toilet with a little water for the next use. Keep the lid down on the toilet.

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. At the helm look down and to the starboard side, by the VHF. You must first turn on the Tank Monitor breaker on the control panel. (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, by the VHF. First turn on the Tank Monitor breaker.

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 – OPEN THE VALVE VERY SLOWLY AT FIRST UNTIL YOU REACH THE MAX - 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. **ONLY DO IN CANADA IN OPEN WATER**

MACERATOR (For pump out only in Canadian open water):

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.

WATER SYSTEM

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.

The FRESH WATER TANK holds 175 gallons. Salty Dog will be full of water for your charter. There is a water tank gauge near the floor of the Pilothouse - starboard side. You must also turn on the Tank Monitor on the breaker panel first. Waste water from the sinks and showers drains overboard through various thru-hulls.

To refill Salty Dog with water, remove the WATER CAP located on the port side of the swim platform. In the stern lazarette/engine room is the fresh water hose that is WHITE and is connected to itself.

Avoid flushing debris from the deck into the tank opening. DO NOT fill water and diesel at the same time!

Fresh Water Pump

Activate pump at the DC 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 up a faucet. If you run out of water SHUT OFF YOUR HOT WATER HEATER on the AC panel. Serious damage can occur!

Hot Water Tank

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. The water heater is located under the galley, starboard side basically behind the stairs.

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.

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 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.

Bilge Pumps

Salty Dog is equipped with a high-water alarm at both helms. Otherwise as long and the bilge breakers are on at the DC side of the panel everything should take care of itself. Of course, check the bilge levels when you do your daily engine check.

GALLEY

Convection/Microwave Oven:

The galley has a combo Convection/Microwave Oven. Ideally, this is run while on shore power or generator power.

Coffee

We have two coffee options on board Salty Dog. The **Nespresso Vertuo Next** provides single-serve coffee and espresso using pods—simply fill the water reservoir, insert a pod, and press the button to brew. Keep in mind that this unit may take a few moments before it starts up. You should see a white flashing light at the top if things are looking good. If you see a red light; solid or flashing, you have a problem. If the water reservoir runs dry during the brew process, it will stop. You can add water and then hit the brew button, and it will finish the job. For a more traditional option, a Mr. Coffee drip machine is also available. Both should be used only while connected to shore power or with the generator running.

Dishwasher

The galley is equipped with a compact dishwasher. Use only small amounts of dishwasher detergent and select a standard wash cycle unless otherwise needed. Dishwasher soap pods are located under the sink in the galley. The dishwasher should be operated while on **shore power**. **Caution**: always make sure you have plenty of water in the tank before running the dishwasher or the clothes washer.

Refrigerator

The REFRIGERATOR is dual voltage (12-volt and 110-volt power). It will automatically use 110-volt power when the shore power is connected; otherwise, it will operate on 12-volt power. Monitor the use of the refrigerator when the engines are not charging the 12-volt battery system. The local power switch is located below the front door. It can be turned down to the lowest position when anchored or moored or turned off when turning in for the night. **Salty Dog's fridge door can seem like it won't close. All you need to do is pull up on the door slightly and then close.**

Ice Maker

The ice maker has a panel switch, as well as an on/off button located directly on the unit, front bottom of the ice maker. It works well overall; however, it can collect water beneath the ice bin, which may freeze and cause the bin to stick in place. After running it for an extended period, the ice may also begin to clump together into a solid block.

If needed, an ice pick is available in the galley drawer to break up the ice. From time to time, it's helpful to remove the ice bin, clear any ice that may have formed underneath, and wipe the bottom of the unit dry.

H2O SYSTEM (WATER MAKER) - Do not use.

Washer/Dryer

The washer and dryer are "typical residential units" located in the Master berth. They are 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 under the master bath sink cabinet.

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 on the washing machine, check the water level gauge at 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.

HEATING & AIR CONDITIONING SYSTEMS

Diesel Heater (DC)

Before starting heater, make sure the exhaust port, on the starboard side, about where the cockpit starts is clear of any lines, fenders, or the dinghy. The exhaust is hot and will burn items in its path.

The heater is a diesel fired heater. It requires little electricity so it can be used without shore power or the generator. Located at the top-right of the breaker panel is a heater switch; turn on and green light should appear. The heater's main switch is in the salon on the starboard side at the stairs going to the pilothouse. Select the temperature you desire on the wall thermostat. There are thermostats in each berth and then the salon one described above. Each can be set to their own desired temperature. Start-up, the heater will take a few moments to develop heat. NOTE: This system will not provide cooling, just heat. The heater pulls off the main diesel tanks, so there is no other diesel tank to fill for the heater.

To shut down: turn off at the heater main switch on the panel (as described above). Allow a few minutes for the heater to completely shut down.

The DIESEL FORCED-AIR FURNACE located in the engine room, starboard side, on the wall connecting the engine room and below galley storage provides heat in the same way as a household furnace. Turn on the TOGGLE SWITCH located on the top right of the panel. Set the THERMOSTAT to the desired temperature.

Check The furnace EXHAUST PORT located on the starboard side 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.

ELECTRONICS

VHF Radio

There are 2 VHF RADIOS. They are located at the foul weather helm and flybridge helm. Make sure the "**Flybridge ACC**" breaker is on located at the panel. Always monitor channel 16 while underway.

Depth Sounder

There are 2 DEPTH SOUNDERS, one in the Garmin electronics and the other on a display to the left of the Garmin window.
*Remember to **ALWAYS** consult your charts for depth!*

Radar

The radar is built into the Garmin unit. You can turn the radar on with the Garmin window. You can overlay the chart and radar together when needed. Remember you are not allowed to travel in FOG or in serious wind conditions.

Global Positioning System (GPS)

Is built into the Garmin unit. It will be automatic when using the Chart feature of the Garmin. ***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.*

AIS

Salty Dog is equipped with AIS and will allow you to detect other vessels using it and it will broadcast your vessel name and details. It is built into the Garmin unit.

ENTERTAINMENT

Starlink Internet Service:

Salty Dog is equipped with Starlink Internet service.

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

Network Name: Salty Link
Password: NaClK953

Smart TV

A Smart TV is located in the salon entertainment cabinet and can be raised or lowered using the remote control “up” and “down” buttons. Please lower the TV when not in use, and always before getting underway. The TV is equipped with built-in streaming apps, allowing you to log in to your personal accounts for viewing.

WINDLASS

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 located in the electrical panel at the bottom. Keep the main power to the anchor windlass and davit off when not in use. These breakers will trip often. Simply reset and continue.

Anchoring and Using the 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. We recommend a 5 to 1 scope in NORMAL conditions, more if windy. Anchor chain is marked every 25 feet by color and zip ties.
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, reconnect the keeper, cover foot pedals and 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.**

A spare anchor with 150 feet of line is normally stowed in the stern lazarette/engine room.

Mooring Balls

The Washington State Parks MOORING BALLS are for vessels 50' or less, so not available to Salty Dog.

DAVIT, DINGHY & OUTBOARD MOTOR

DAVIT

1. **Confirm the dinghy drain plugs are in place and tightened securely. The plug should be out when you arrive, so it is imperative you check the plug. The plug is located at the stern below the outboard.** Once confirmed, remove all tie-down straps from the dinghy.
2. Insert the davit remote into the plug-in located below the starboard flybridge seat. On the remote, you'll see a small pink dot—this indicates the "down" orientation and will help you properly align the connector before inserting. Please use a light touch when inserting the remote. It may take a moment to line up correctly, but it should slide in smoothly once aligned. **Do not force the connection**, as this can damage the pins or socket. If it doesn't go in easily, simply adjust the angle slightly and try again.
3. Take off back rest cushion and rail before operating davit! Set aside while using davit. Re-assemble backrest rail and cushion when done with davit.
4. Operate davit with the remote. Remove the end from the holding position on the end of the boom.
5. **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. Operators should be wearing life jackets.
6. Be sure to have a line on the dinghy and life jackets for the operators in the dinghy.
7. Detach davit cable from the boom and attach to lifting harness of dinghy. Lifting harness has a ring and three connections. Two connections are the same length and the hook in behind the helm bench seat. The other connection hooks in at the base of the center console in the center of the boat. The ring connects to the davit cable.
8. We have marked the davit in two locations; at the base of the unit so you know where the correct position is for rotation and on the boom or crane extension. Both are Sharpie lines and will help you know the correct position for picking the dinghy up and bring it back.
9. Using the remote control, lift the dinghy clear of the deck and high enough to clear the railing. The davit has rotation controls so once it is high enough hit the rotate button and rotate it out far enough to lower. – WAIT, DID YOU MAKE SURE TO PUT THE PLUG IN???
10. When the tender is in the launching position, stabilize it, then use the remote to control to lower it into the water.
11. 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. Once the cable is back in, hook it to the end of the boom and rotate the crane to a position that is out of your way and centered on the boat.
13. Unplug the remote control, stow back in Starboard cabinet left of electrical panel and replace the plug cover.
14. Turn power to the system off until ready to use again.

Dinghy

Your Walker Bay dinghy is equipped with a 40 hp Yamaha engine. It has a capacity of about 1,000 pounds (motor, equipment, and 3-4 people). She can move fast; be cautious of sharp turns at high speeds! Only adults should drive the dinghy.

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

1. Turn on the battery switch at the base of the center console. At your feet if you are sitting in the driver's 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 four-cycle engine. The fuel should be ethanol free, and the fuel tank is built into the dinghy and refueling port is at the bow, under the bow seat. The dinghy fuel tank is 7 gallons. An additional 2-gallon gas can is located in the lazarette.
3. Upon adding fuel into the tank always add some fuel stabilizer. There is a bottle next to fueling port.
4. Make sure it is in neutral when starting.
5. The dinghy has a depth finder and a GPS. Turn on unit after starting.
6. **Make sure the plug is in the transom of the dingy before the dingy is in the water.**

When towing your dinghy, make sure you are familiar with towing dos and don'ts. It takes practice and experience to know where to place the dinghy so that it is getting towed properly and in the right spot. Make sure to connect to the bow hull ring and be careful getting underway and stopping. Make sure the line is not getting close to the props and make sure to have someone in charge of dinghy and position.

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.

BARBECUE

The barbecue is mounted on the top of the transom (stern of the boat) Attach the propane bottle, located in the cockpit cabinet, to the regulator before use. Carefully light using a long-stem lighter. The grill cooks hot and fast—please keep an eye on it while in use. – This unit is a little different than most. You will first attach the grilling plate and then the actual grill goes right on top of the grilling plate.

Note: Propane bottles are not stocked by AYC. You will need to purchase one if extras are not found on board. 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.

CRABBING & FISHING

Always check the fishing and crabbing requirements before you leave on your cruise. You will need a license. Many areas are CLOSED to crabbing and fishing on certain months.

CRAB AWAY FROM THE BOAT! Lines can get wrapped around props. Fish-flavored cat food with the pop-up ringed lids work the best for a nice neat way to bait the ring. After 15-20 minutes, retrieve the crab line and ring quickly. Measure the crabs using the CRAB MEASURING GAUGE normally located in the cockpit cabinet. 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.*

SAFETY AND EMERGENCIES

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

Flashlights are located in each berth, as well as in the engine room.

Fire Fighting

- Salty Dog has four fire extinguishers. They are in the master and forward berth, salon, and engine room.
- Salty Dog has four smoke/CO2 detector combo units. One in the master and forward berth, salon, and engine room. 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.

Thru-Hull Fitting Gives Out

- Use the wood bungs or plugs (in storage area under the galley) to temporarily plug the leak.
- Have all passengers put on life jackets.
- Call the Coast Guard, then contact AYC for instructions.

CHECK IN:

Think of this as your home on the water—and ours too. A little care helps keep her just as special for the next guests.

1. Leave yourself one to two hours to unload and clean up Salty Dog.
2. There is a vacuum cleaner 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 fly helm to keep sunlight off the dashboard, instrumentation and compasses. Make sure Garmin and autopilot screens are covered.
5. Make certain every utensil, pans, 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!