

OPERATIONS MANUAL

SEAWOLF



Seahorse 52 - Long Range Cruiser

Welcome aboard SeaWolf

SeaWolf is a Seahorse 52 built in 2007 by Seahorse Marine. She is a very seaworthy vessel equipped for serious cruising. Having spent most of her life cruising Alaska, she is well equipped for long passages and deep-water anchoring. Built to the standards for an LRC (Long Range Cruiser) certification for an ocean-going vessel. SeaWolf is equipped with Naiad Stabilizers for calm crossings and the latest in Garmin Marine electronics.



Engine, Fuel and Cruising Speed

SeaWolf is equipped with the John Deere 6068TFM50. This is a 225HP Marine Diesel Engine. John Deere has a legendary reputation for reliability and longevity. SeaWolf has a full keel and is a full displacement vessel. At 80,000 lbs. she will provide a very stable ride. **The “Cruising Speed” for SeaWolf is 7.5 Knots. Run the engine at 1650 RPM** As with all full displacement vessels, increasing boat speed beyond the recommended “Cruising Speed” increases fuel consumption and speed increases only minimally. The Flowscan fuel consumption gauge on the dash panel will show about 4.0 GPH (Gallons Per Hour) at “Cruising Speed”. This equates to almost 2.0 Nautical MPG (Miles Per Gallon). This is very efficient for any vessel and especially one displacing 40 tons.

Designed as a Long-Range Cruiser, SeaWolf has the capacity to hold 755 gallons of fuel in three separate fuel tanks. She carries a significant volume of fuel for extending cruising range. SeaWolf can cruise to Alaska *and back* without the need to refuel.

Clean fuel is always an important prerequisite for engine reliability. All fuel onboard is polished as it is transferred from the two side tanks (265 Gallons each) to the day tank that holds 225 Gallons. The day tank will be full as you start your journey and will provide a range of about 450 Nautical Miles. For most trips you will not need to transfer fuel while on board. The Floscan also shows gallons consumed in the digital display. You will not be required to top off fuel before returning the boat. Consumption of fuel is accurately calculated through the Floscan located on the dash. There is no direct fill into the day tank. Fuel needs to be transferred from one of the side tanks by the owner or boat captain only into the day tank for that tank to be filled further.

Batteries and Charging Systems

SeaWolf is not a complicated vessel. As a long-range cruiser she was built to an important cruising philosophy known as a KISS (Keep it Simple Stupid). However, today’s modern boats that are equipped with a large array of Marine Electronics and conveniences like a large Refrigerator and ICE Maker do require more battery capacity.

Batteries

The house battery bank was upgraded in 2024 with four Life Line AGM large 8D batteries. This house bank powers most onboard items. There are separate batteries or battery banks for the Engine, Generator, Bow Thruster and Stern Thruster. Charging is mostly automated. There are no battery switches to turn on. In case there is a problem with the engine start battery, there is a battery switch located in the generator room that can be turned to allow the engine to get power from the house bank in the event this situation happens.

Shore Power: When at the dock always plug in the large 50-amp, orange 50' Smart Plug shore power cord between the boat the shore power outlet on the dock. When plugged into 110 volt shore power you can run all appliances without worry. There is also a 50' 30 amp shore power cord with an orange Smart Plug end attached that is stored in the starboard side stern locker along with a 50' extension cord for 30 amps. No need to use any adapters. If the dock has 50 amp service then use the big orange cord and if the dock is only equipped with 30 amp service then switch to the 30 amp cord. Need more length? Go with the 30 amp 50' and add the 30 amp extension cord for a total of 100'.

Leaving the dock: When readying the boat to leave the dock for the trip, the first procedure even before starting the engines is to disconnect the shore power. The first step in this procedure is to shut off the SHORE power red circuit breaker on the AC Control Panel onboard. Switch the inverter from charger only to inverter to get ready for your travels and ability to use 110 volt appliances while underway.

The new Smart Plug system is easy to remove. First lift the locking stainless steel cover, then push in on the stainless-steel side levers to unlock and then pull straight out. Unplug the shore power cord from the docks power outlet by turning the plug counterclockwise slightly before pulling outward

It's best to coil the cord into the stern area where the teak is and under cover. It is heavy so its easiest to leave it in place. Coil each end towards the middle. Open

the stern access door to retrieve the dockside end and coil that shore side end towards the middle of the cord. Close and latch the stern access door.

Upon return to the dock - Plugging in to Shore Power: Before you plug the Smart Plug cord into the dock, make sure the circuit breaker on the dock receptacle is turned off. Likewise, make sure the circuit breaker marked SHORE that is located on the boats AC Control Panel is turned off as well. Switch the Victron Charger/ Inverter to OFF to limit the load when the power is switched on.



When plugging in the Smart Plug cord end on the boat side you will notice the stainless steel levers are spring loaded and will automatically lock in place with firm push. Wiggle slightly from side to side to confirm they are both engaged. Lastly, push the cover down. This is also part of the lock in place mechanism.

It is important to reduce all power loads on the shore power cord before plugging in and unplugging. So, shut off the 110 volt circuit breaker on the dock as well..

Important note: Do not drop this end in the water. There is still some stray current on this cord from onboard electrical. The smart and safe mode is to remove the shore power end that is connected to the boat as well.

Once you have confirmed that both ends are plugged in, one to the boat side and one to the dockside power, then turn on the dockside circuit breaker and then the circuit breaker on the boats AC Control Panel. **Confirm you have 110-120 volts on the voltage gauge marked with the V (Voltage) on left.**



If you are not getting 110 – 120 volts displayed on the voltmeter located on the AC Control Panel, check the Shore Power Breaker located in the compartment below the Inverter and generator panel. It is clearly labeled with an orange label. Like all circuit breakers that have been tripped, you need to switch it off and then back on to reset.

Upon conformation of 110 volts, then turn the Victron Charger/Inverter to Charger ON. The Digital Multi Control panel will have a light come on next to bulk for BULK charging and depending upon how low the batteries are, it will eventually move to ABSORBATION and later FLOAT when its mostly charged up. In addition, you can get more detailed information on the Victron Cerbo GX display about percent of charging in the large numbers presented on the colorful display.

The Digital Multi Control for the Victron Multi Plus 3000 is located just below the electrical panel in the pilot house. There is a three-position switch on the bottom labeled Charger Only....Off.....Inverter ON. Its Ok to leave the switch in the inverter position. When it's switched to inverter ON, the battery charger is also on.

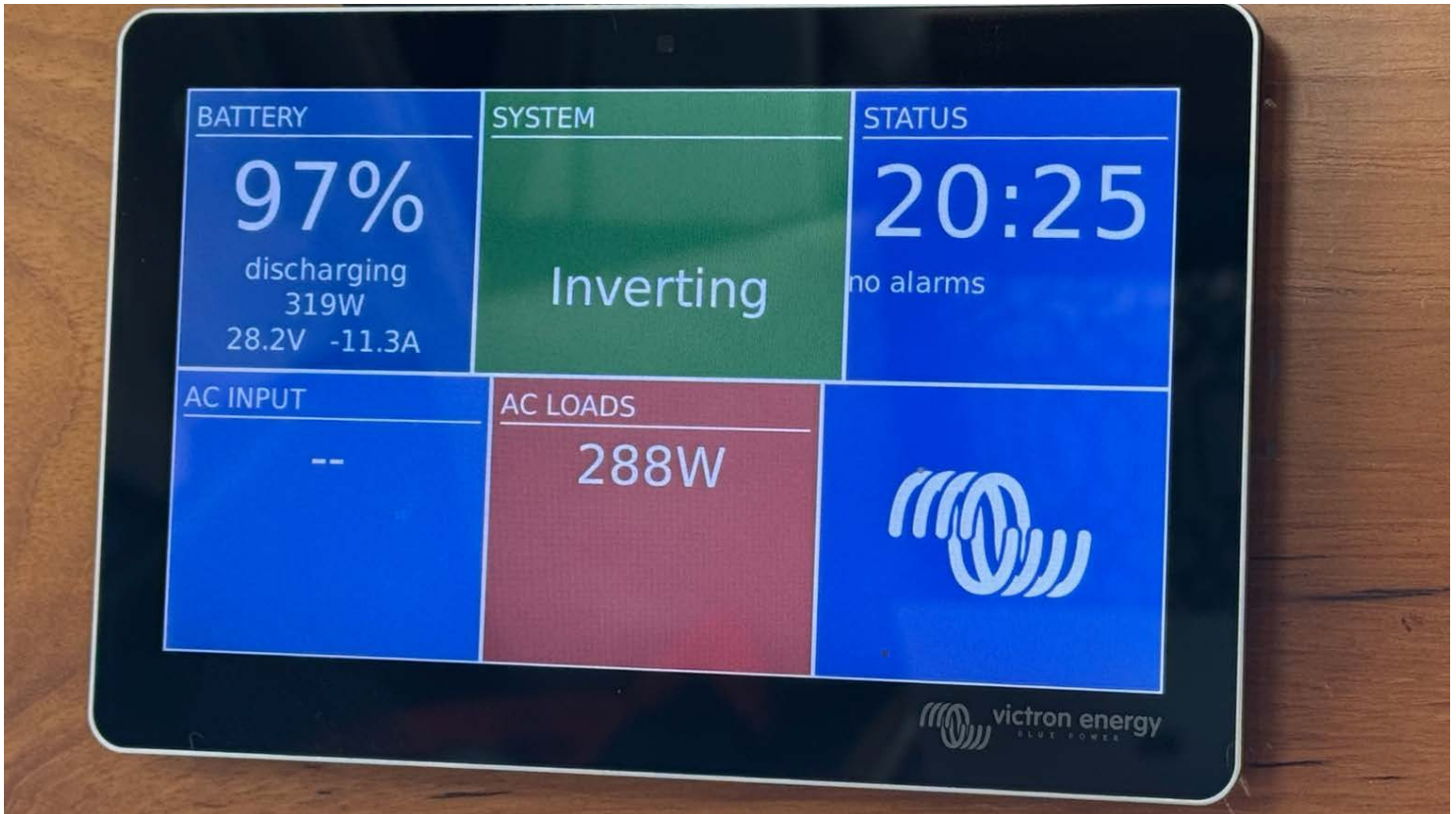


Important Note: Even though it ok to leaver the inverter in the ON position all the time, I switch the inverter to the OFF position before plugging in the shore power. If you don't do this there is a chance that you will trip the shore power circuit breaker due to the high load amperage surge when plugging in.

The Current Limit dial, and associated blue LED numbers, is to there to vary the amount of output of the battery charger. If I'm plugged into 30 amp service and not 50 amp service, I'll dial it down to 15 amps. Since the large Refrigerator is on a completely other system, it will require its own 10-15 amps so we need to share and keep the overall number below 30. Since I'm usually plugged in all night, the charger will have plenty of time to fully charge the batteries. On the contrary, if I'm charging the batteries with the generator at a nice anchorage, I will start to dial it up to 35 since I want to maximize the chargers output and limit running time. The generator has no problem handing heavy loads and actually prefers to run under 70-80% loads like all diesel engines.

You don't need the inverter on when you are plugged into shore power. It's a good practice to have it off and in the Charger Only position but not critical. if you are not getting the typical 110 volt appliances to operate while you are plugged into the dock, this tells you that maybe you don't have dockside power and you need to attend to that and trouble shoot your lack of dockside power. If the inverter in the ON position you may not realize you're not getting dockside power and also not realize the battery charger is not charging the batteries. If not sure, just look at the voltage gauge on the AC Control Panel and double check you're getting your 110-120 volts.

Inverter/Charger - The Victron Multi-Plus 3000 is the main charger/inverter on board. It is both a battery charger and 3000-watt inverter all-in-one. This inverter allows ability to run many of the 110-volt appliances off of the 24-volt battery system while underway or at anchor.



This colorful panel that is mounted above the helm is the Victron Cerbo GX display. It will show the house bank percent charging. At dock you will see that it is showing “charging” in small print below the large 100%. The picture above is when we are now underway.

Underway it will always say discharging and the percent numbers will slowly lower as a percent. The other number that is important is the voltage. In this picture voltage is showing in small print as 28.2V. SeaWolf is 24 volts not 12 volts. So if you saw 14.1 volts on your 12 volt boat you would know the batteries are well charged. Just double the number. Keep the voltage above 24 volts.

The other battery monitor is this small round one that is part of the Balmar High Output alternator system. This is a more of a second source of information. This is a slightly older system and it gets its information in a different way than the Gerbo GX. So don't worry if the numbers don't always match up. They don't. In this example 27.1 volts is good. The SOC (State of Charge) will show too low on this gauge while at anchor but bounce back quickly while you run the engine,

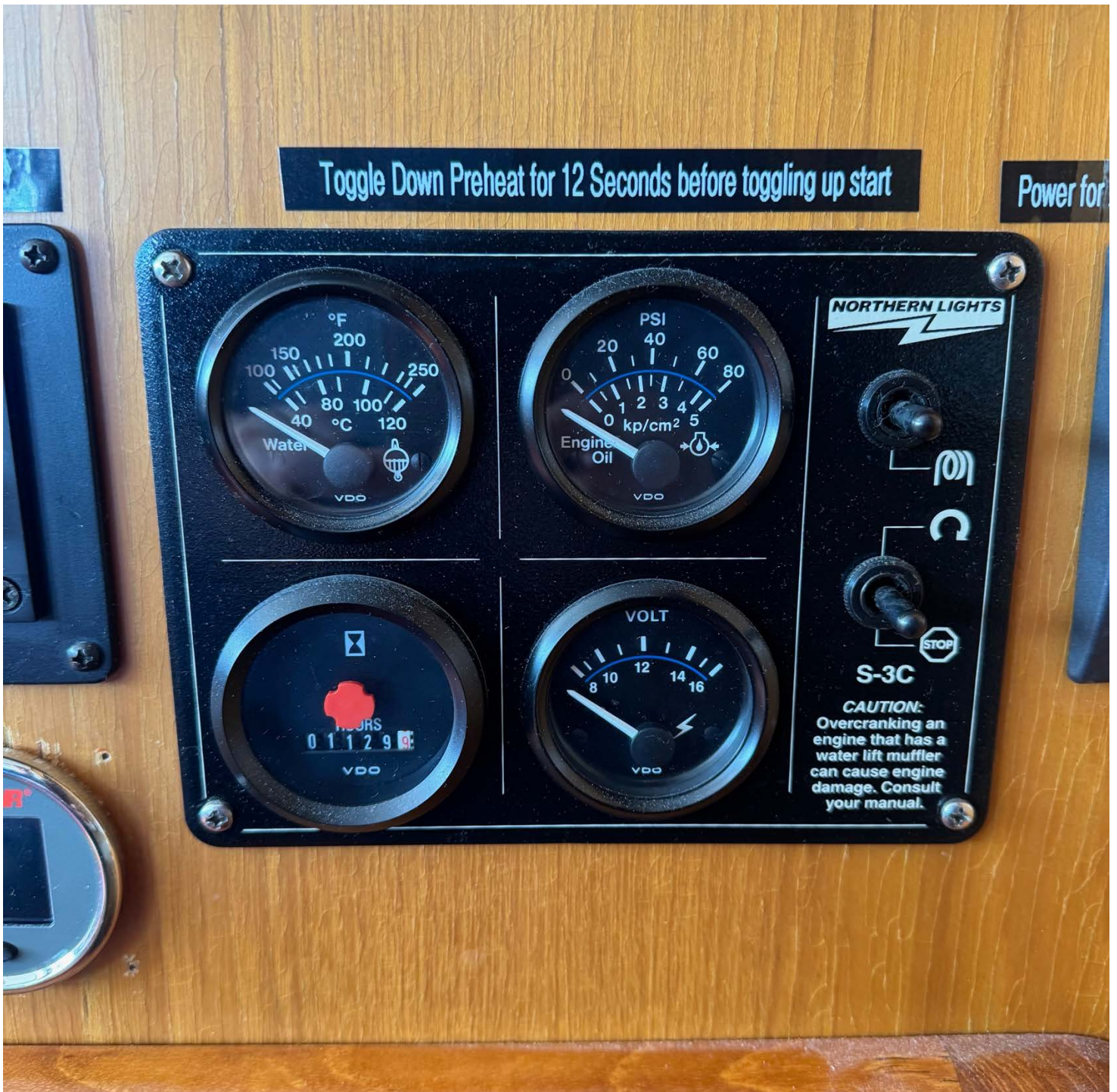
generator or plug in to shore power. Don't be alarmed if the SOC seems too low. As long as the voltage is good, you are all set. Also, output amps is a **net** number. If you are using 30 amps while running the boats the 70 amp alternator, it may only need to output 31 and thus show +1 and not +31 like we may think it should.



SeaWolf is equipped for 2025 with a four new Lifeline 8D house bank of batteries so generally there is not much to worry about as long as you practice good conservation of electricity.

Generator - When unconnected from the dock you can run the Northern Lights 8kw generator for all 110-volt appliances. The generator can be run underway or at anchor. However, it is rarely run while underway since the many boats that are outfitted for serious cruising, like SeaWolf, are equipped with a 70 amp High Output alternator attached to the main engine in addition to the standard alternator. In this case the standard engine alternator charges the engine start battery, and the Balmar High Output Alternator charges the four 8D Lifeline AGM house bank. So, it is unnecessary to run a generator while underway. The generator is great for charging the batteries each morning while at anchor and if needed maybe an hour in the evening

How to Start: The Northern Lights generator control panel is located below the electrical panel on the starboard side of the pilot house. The upper toggle switch is the heater coil and the lower is the toggle is for START. Like all generators this procedure is a bit unique if you haven't done it before. Push down the upper toggle for the heating coil (also known as glow plug) for about 10 seconds (longer in cold weather and shorter if the generator was already running and is still warm). While still holding the heater coil toggle down, push up and hold the starter toggle until the generator starts to run. The motion at this step is squeezing the two together. When you think it is running is when you release both toggles. It is not uncommon for the generator to not start on your first attempt at this unique procedure. This is not a problem, just repeat the above procedure. This time you don't need to hold down the heater coil for the full 10 -12 seconds, let's try 5 or 6 seconds on the second go around.



Important note: If the generator is not starting because of a lack of fuel problem, **do not continue to keep cranking the engine.** This is different than a car. Over cranking an engine that has a water lift muffler can cause serious engine damage. If it's not starting after the 3rd or 4th attempt there could be a fuel problem. More cranking will probably not solve the problem and risk flooding the engine with salt

water. Give it a rest and try again later or better yet, **call the owner for further trouble shooting.**

Running the generator will also charge all batteries and battery banks on board. When a generator is running, it likes to run under load so don't hesitate to be loading her up to a 30- or 40-amp load. This amp gauge is on the top 110-volt AC Control Panel. Great time to boil some water on the electric burner or take a shower. The hot water tank runs on 110 volt.

Battery Consumption – As mentioned above, when connected to shore power or using the generator you don't have to consider how much power you are consuming. When anchored up for a night or two, it's time to pay attention. One of the most unique elements on SeaWolf is the stove top. It is equipped with three propane burners and one electric. While at the dock it's not necessary but best to use the electric burner to conserve on board propane. A big benefit of this long-range cruiser. SeaWolf has two 5-gallon propane tanks located in the safety locker. So, it's perfectly fine to use the propane burners and the electric burner since we often need several burners while cooking dinner at the dock or while running the generator.

Back to our discussion about battery consumption: **Do not use the electric burner when you are NOT plugged into shore power or using the generator!** The boat will allow you to run the electric burner through the inverter but this will drain your batteries quickly. That's what the propane burners are for. Use only the gas (propane) burners while at anchor. A toaster or microwave are other 110-volt appliances that consume a significant amount of electrical power but generally you run them for only 30 seconds or a minute. A 1500-watt hair dryer is another high draw item that should only be used when plugged into shore power or while running the generator.

Most cruisers who are anchored out will need to run the generator at least once a day. Almost everyone will run the generator in the morning to charge their batteries. This is a great time to startup the generator while making the coffee and cooking breakfast. Everything uses power and can exhaust your house battery bank. The Refrigerator is actually 220 volts and converted down to 110 volts and

draws its power through the house battery bank when it doesn't have a shore power hook up or generator running. This is all done automatically.

The new Isotherm hot water heater is very well insulated any also runs on 110 volts. It will store hot water for use anytime. It is not connected to the engine for additional heating underway.

It is always a good practice to stock up the refrigerator and freezer the night before a cruise to let it get nice and cold while it's still plugged into shore power. Yes, the engine does charge the house battery bank underway, but you will be running a lot of large Marine Electronic displays, radar, autopilot, stabilizers who all compete for the limited power the engine alternator puts out.

Washer/Dryer :The Splendide all-in-one washer/Dryer is great to have on board but **can only be run while plugged into shore power** at the dock. It has a very long 70-90 minute complete washer then electric heated dryer cycle time. By the way, the instructions are inside the teak door that hides it. If you are planning on doing a lot of anchoring out, maybe you don't need the 110-volt Ice maker running all the time. I fill the top bin in the freezer with ice and then shut it off until I need to make more ice the next time I plug into shore power.

The important point about battery consumption like on most boats is that most electric items can run through an inverter but not all at the same time. SeaWolf has a larger than most house battery bank but like with every battery bank you need to pay attention. Aboard SeaWolf, I do use the electric coffee pot in the morning, and the electric milk frother as well as the electric bread toaster and maybe even the microwave. Each has a significant power drain but fortunately only for a short amount of time. I personally rotate usage. 5 minutes to make coffee, then the milk frother when the coffee is done and then the toaster. This practice reduces the immediate overall load.

In general, conserve where you can so you're not that guy running the generator during Happy Hour at a peaceful anchorage. But if you do need to run it, not a problem, it's a very quiet generator.



What to power on before leaving the dock.

SeaWolf is well equipped with the latest in marine electronics. There are three large screen MFD (Multi-Function displays). Below are four 5" TD-50 data displays in the newly installed black acrylic panel. To turn on the electronics go to the DC control Panel and turn on all of the clearly labeled circuit breakers on the right-hand side. I don't turn STEREO on at this stage. Maybe later.

The circuit breakers are labeled:

GARMIN – This breaker turns on all seven of the above-mentioned displays. You can shut them off by just switching off the breaker. However, if you power down from the front of the any one of the three large displays, it will shut off all of them except three of the smaller 5” displays. They are great to leave on at night. Save on power while having the ability to access some informational data related to the environment: wind speed, direction, temperature, direction, time, Lat/Lon, barometric pressure, etc.

RADAR- This powers up the radar antenna. Turn on even during a sunny day and get used the radar. It’s not just for nighttime use. Once the RADAR is powered on from the circuit breaker, the on screen prompt in the upper left hand corner is to get it transmitting or “spinning”. When the button says “ Radar ON” it needs to be pushed to turn it on. Its obvious when its on. The targets will immediately appear.

AUTOPILOT – The Garmin autopilot has a control on each station. It is displayed on any MDF display. Look for the Autopilot page under the Vessel prompt. The lower station shows up as a default on one of the Garmin TD-50 5” MFD displays. On the flybridge, best to show it on the Garmin 7” MFD display.

Important Note: Remember when the Autopilot is engaged since the steering wheel will not operate. The Autopilot is engaged when the screen says HEADING HOLD as opposed to STANDBY. When in doubt, just push STANDBY.

Operation: Every click of the knob changes course 1 degree. The dodge buttons have arrows for left of right. Each push is 10 degrees. Dodging a log? How about two pushes of one of the dodge buttons for a quick 20 degrees. Reverse the procedure and get right back on course.

FLYBRIDGE – This breaker adds power to the 16” Garmin MFD, 7” Garmin MDF and other electronics in the flybridge. Turn this on since you will be operating the boat from the flybridge during all docking maneuvers.

VHF – This breaker powers on the ICOM VHF located in the pilot house. The call sign numbers are clearly labeled above it. Monitor Channel 16 and if not familiar with proper VHF understanding and protocols, there is a small book on board as well as Chapmans and the Wagoneer Guide that has good information.

CAMERA – There is a camera that can be viewed on any one of the Garmin MFD displays to see behind you. Some of those ferries travel faster than SeaWolf and can catch up to you pretty quickly! This screen can be shown on any Garmin MFD display. I like to view while cruising. It is not for docking.

STEREO – This breaker powers on the Garmin Fusion Stereo that is on the opposite wall and next to the thermostat. It can be more easily operated from any one of the Garmin MFD displays after it has been powered on at this breaker. You don't need to turn it on separately at the unit. Before leaving the dock this is the one in that row I leave off in an effort to limit noise while departing the dock so as not to affect the important communication between the captain and crew handling the dock lines.

STABILIZER – It is important to **Turn On** and keep then on underway even in calm conditions. There are simple operation instructions written on labels under the Naiad control on the dash. See more information about this further on in this document. Important to review and understand.

Important Note: Under no conditions should the Naiads be powered **off** because without the engine powered hydraulics running, the starboard fin will “droop” and you will cruise at 5-10 degrees off course like this owner did on his maiden voyage.

VICTRON GERBO GX display breaker for the colorful display usually always just stays on.

ER BLOWER – This is an abbreviation for Engine Room Blower that should be **turned on** before leaving the dock and remain on while the diesel engine is running. Diesel engines like the cool air.

ER LIGHTS – This is an abbreviation for Engine Room Lights. Unless you are down in the engine room doing an inspection, these should be **turned off**. For some reason it hard to remember to shut them off after engine room inspection. **Important Note:** Make sure ER Lights are off at night. One of the lights is positioned right above the Sea Chest that has a see-through acrylic panel for inspection. All Raw Water intake strainers are centralized into this Sea Chest. Stinging Jelly fish and other nighttime creatures do not need to be invited into the Sea Chest that is there to protect your intake thru hulls.

RUNNING LIGHTS – Turn on during fog, night and low visibility days. Your dock neighbors will gladly remind you still have them on.

ANCHOR LIGHT is an efficient LED located at the top of the mast that should be left on all night while anchoring. Very helpful in locating your vessel after an extended Happy Hour ashore.

TOILET – Just keep this and most other breakers stay on all the time

Procedure for getting underway

- Unplug shore power – See instruction above
- “Batten down the hatches” Make sure all portlights (windows) are closed. Make sure all cabinets are closed and locked by engaging the inside level on the left side door then pushing in on the silver button on the right side door to lock. Make sure items on the counters are put away or secured so as not fall off and break or worse....put a dent the beautiful teak and holly flooring!!
- Switch on all the above-mentioned circuit breakers

- Get the electronics powered up and organized with the screens you would like to view. In pilot house, Chartplotter works best on center screen, Radar or Sonar on left screen and perhaps Camera on right screen. On the flybridge large 16" is best as combo with Chartplotter on right and sonar or Radar on left available under the Combo screen.
- Plot your course on the chart plotter before you leave the dock. Best to do this the night before to determine what direction the current will be running the next day through some of the passes. Learn how to find a waypoint. Use of the Garmin MDF displays are beyond the scope of this manual. YouTube is a great learning resource. Search for Garmin 8612, 8616, 1243,1643. Either one, the operation is mostly the same with each model. Many popular destinations are already entered as waypoints. Auto-route to the waypoint. When the magenta line appears, then you will see the distance to waypoint and other information across the top of the page. This magenta auto-guidance line is a really helpful for general guidance but not the official route. It will "cut the corners" for the shortest distance when in reality you need to be staying on your side of the "road" or channel and out of the ferry lanes. Marked by very thin, hard to see dashed lines.
- Head up to the flybridge and get ready to steer from up there. All maneuvering from and to the dock is done from the flybridge no matter what the weather is in order to have proper visibility, clear communications with the crew and the needed Rudder Angle Indicator that is only on the flybridge.
- Turn down the music and review safety instruction with the crew. The safety locker loaded with all required equipment is on the foredeck on the port side.

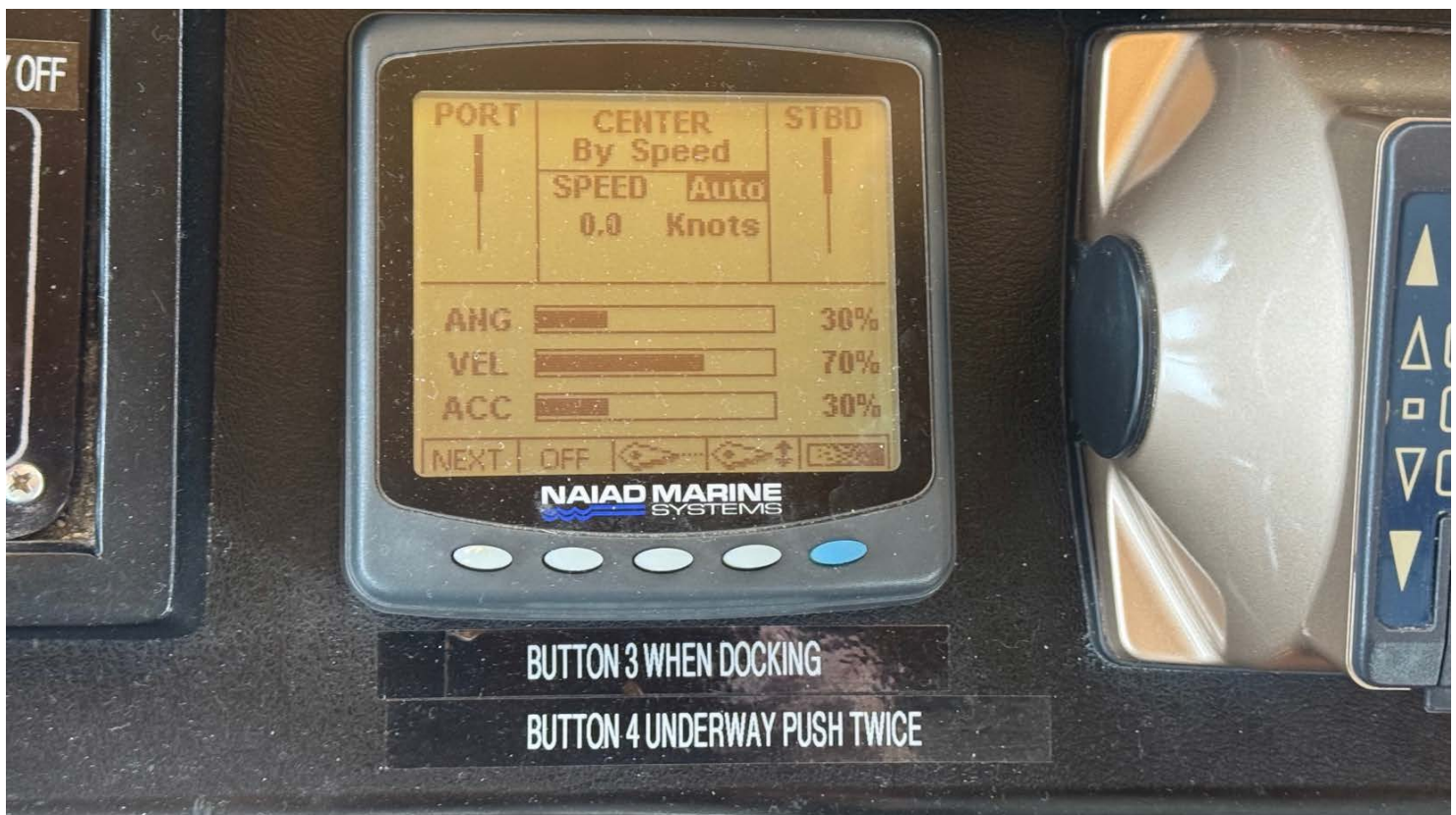


- Start the engine from the Pilot House station below. Turn the key to the ON position and then firmly push the start button. If the engine does not immediately start, don't worry. It's probably the Neutral Safety Switch. If one of the shifters was bumped out of neutral, the engine won't start. Make sure both shifters are in the NEUTRAL position.
- Push Button #2 to turn ON. Wait for it to run through its start program and then Button #3 (middle button) on the NAIAD control to center the stabilizer fins.

NIAAD Stabilizers need to be turned on after you start the engine. **They need to be on always** even if it's like a lake out there today! Best for them to be energized and be straight when you are maneuvering to and from the dock. They will look exactly like this photo below.

Once you have maneuvered from the dock and are underway, the next level push is **button #4 for them to actually work and stabilize the boat under way**. Push twice and notice odd numbers on the right will appear different from the 30%, 70%, 30%. Then you know they are actually stabilizing the boat. It's usually OK for them to be in the energized mode when you return to the dock since its probably in calm water anyway but pushing the #3 center button will assure they are not interfering when you are maneuvering the boat back into the dock.

Important Note: Under no conditions should the Naiads be powered **off** because without the engine powered hydraulics running, the starboard fin will “droop” and you will cruise at 5-10 degrees off course like this owner did on his maiden voyage.



- USE the headphones that are supplied. There are three pairs. They are very effective when returning to the dock. It's a big boat and hard to see where the docking crew is and communicate clearly and quietly with them. One of the three has an ON/OFF button for all of them. The batteries need to be removed after each use or they will drain even when the system is shut off.

- Ready the dock lines: Move one of the two spring lines to a midship “short tie” and put the other spring line onboard. Get crew in position to release the remaining three lines. (Docking tips: On return trip back to the dock, have crew focus on this same three line tie up : Bow line – Midship line – stern line. Once tied up with all three lines, then you can then move the midship line to a spring line position and add the second spring line)
- Move to the flybridge. Push the button on the shifter so it is green. Now you are assured you are controlling the flybridge shifter and throttle. (When you are ready to move to the pilot house steering station below, shift to neutral, slowly move below to the pilot house and engage that shifter by pushing the button on to turn the light to green, then shift into forward gear and slowly add throttle)
- Turn on the bow and stern thruster by pushing and holding the two buttons together. This photos is in the pilot house. The flybridge has the same key unit. You need to push the buttons from the location you are steering from and in this case we are discussing steering from the flybridge.



- Check out the Rudder Angle Indicator and center the wheel.
- Understand this boats steering preference. **Counter clockwise** rotation. I would rather do a 270 degree counter clockwise rotations rather than force a

90 degree clockwise rotation!. Need help! The bow thruster is a really good asset. The engine and rudder is your best asset. The stern thruster is a weak asset. This is a heavy full keel boat. Don't think you're going to move the boat sideways by using both thrusters simultaneously. Practice maneuvering the vessel with rudder and engine as priority. There is a maneuvering technique for single engine boats that needs to be learned. Chapman's is a good start and practice is important. Every boat is a bit different.



- The Morse electronic controls are shifters that engage the transmission from NEUTRAL to FORWARD or REVERSE. There is an access door on the front panel that opens to expose a button. Push this button to take control of the shifter for this location. The light will turn green. To move from one steering station to another, shift from FORWARD to NEUTRAL. Move to the other station. Open the access door, push button to not take control of the station and then proceed to shift into FORWARD (or REVERSE).
- These same Morse electronic controls are also the throttle. You will feel the click of the shifter confirming you are now in gear. Take a pause and slowly use the same shifter to accelerate while looking at the RPM gauge. 1650 RPM's will produce 7.5 knots of speed over water.

- Time to go cruising! Always keep a close eye out for LOGS in the water and most importantly, have fun!

Other Onboard Systems and associated procedures

Launching the dinghy – The Highfield 11.2” RIB is located on the “Dinghy Deck”. It is held down with two Stainless Steel life line tensioners that each have a quick release end fitting. Once you loosen the tensioners by swiveling a few turns, you can then pull the quick release. Just leave them in place on the deck. Next loosen the stainless steel handrail chain on the port side with the same procedure of unswiveling the line tensioner. No need to unscrew. It takes just few turns so you can unhook one side and move it aft to get the chain out of the way.



The stainless steel davit incorporates a winch with a specialty no stretch line.



There is a switch to turn it on that is clearly labeled in the Pilot House. It is located below the electrical panels and marked Power for Anchor Windlass and Dinghy Davit. Flick the switch and the red light should come on.



A lifting strap is already attached to the dinghy at four attachment points. There is a lifting hook to be attached to the center pick up point on the listing strap.



The IN/OUT black switch is hidden on the davit above the winch. OUT is down and IN is up. When lifting the dinghy pay careful attention to where the line in the blocks run out. A 6 inch gap is about right.



The best procedure is to have one person push the dinghy towards the overside of the rail while the other helps the stainless steel davit pivot in that same direction. Once in clear overboard position to lower, secure a line and toss the other end into the cockpit below for later use. Proceed to lower the dinghy, utilizing the electric switch. When lowering the dinghy there is little need to pause. The less you pause the less bouncing and less stress you introduce. Once the dinghy is in the water, it's time for someone to get in the dinghy. There is a boarding ladder in the stern that can be swung down into the water. I strongly encourage using this ladder. It makes getting in and out of the dinghy easy with sturdy hand rails. The dinghy can be rowed or used with the 9.9 Honda outboard.

The next procedure is to move the outboard engine onto the dinghy. It looks worse that it really is. There is no physical lifting of the engine. You will use the same electric winch and davit for that. Loosely tie the dinghy to SeaWolf. Do not try to tie the dinghy tight to the boat. **The person who is standing in the dinghy will be able to easily position the dinghy under the engine rather than the engine onto the dinghy.** That's why we want the dinghy loose. There is a lifting strap on the top of the engine.



Have one person operate the electric davit winch from the dinghy deck above. Take up the slack in the lifting line. Before attaching to the outboard engine, loosen the engine from its mount on the stern rail. Just unscrew the two mounting screws. Next you can attach the lifting hook to the lifting strap on the engine. Give direction to winch operator to lift a few inches to get it off the rail mount. Then lower it a foot or so to where the prop is just touching the water as you pull it away from SeaWolf. It's harder to maneuver the engine the higher up it is. Position the engine over the transom and have operator lower it until all weight is resting on the transom of the dinghy. Then release the strap and tighten the mounting screws after the strap is off.



Tightening the engine mounting screws before removing the strap may seem to make more sense from a security standpoint but we are trying avoid inadvertently pushing the electric winch in the wrong direction when the engine is firmly attached to the dinghy. That would be too much stress on the Stainless Steel davit.

Once the engine is all secured in place, go ahead and unhook just two of the quick release lifting strap shackles at the transom. Leaving the other two attached will

really help when it's time to load the dinghy aboard. The lifting straps need to be reattached exactly the same way when time comes to load the dinghy back on board.

Now you can simply plug the gas line into the engine. Next, add the red coiled emergency shutoff key into the spot near the throttle. When you are ready to start the engine, first pull out the choke lever and then pull start cord. You can almost immediately push the choke back in and the engine will go back to idle.

There are two life preservers in the large pocket in the seat. There are also some wearable life preservers in the emergency locker if you prefer those. There are also night time running lights in the pocket. There is a 360 degree all around white LED that mounts on a pole on the transom. The pole has three pieces that need to be assembled. There is also RED/ GREEN running light for the bow. They both lock into the Railblaza mounts. The ON button is that small button at the base of the of the lens that you push to turn on.



There are more dinghy accessories like an anchor, anchor line with chain, Anchor Buddy and Inflation pump with hose. There is more gas in one gallon gas cans in the locker. The dinghy locker is located under the starboard seat on the flybridge.

For safety there is a Hand Held VHF on board SeaWolf as well as a Garmin Handheld GPS with emergency SOS button you can take with you when exploring.

We don't recommend towing the dinghy behind SeaWolf since its complicated when you have to dock the boat. But if you do, you will need to move the dinghy to the side of the boat when docking or launch a person in the dinghy before you attempt to dock. The probability of getting the tow line in the prop is 50/50. Not good odds. Be careful! However, there is 600' of MFP (Multi-Filament Polypropylene) Floatline located in the starboard stern locker in the bin under the water hose and 30 amp shore power cords. This is best for towing since it floats! It is onboard normally be used for stern tying in locations that require a stern tie like Prideaux Haven and other anchorages in Desolation Sound.

Raising the dinghy – Reverse the procedure mentioned above. **It is important that the line doesn't get all bunched up on one side of the winch** like a fishing reel can sometimes do. It is necessary to pull the line to the right side to keep it from overriding itself up on the left side. The recommended procedure is to use your left hand to hold down the up switch while your right hand is pulling the line over to the right. It takes a significant amount of steady pulling. This is necessary and can be dangerous if you're not very careful. **Do not get your hand caught in the pulley.** Take time to understand this procedure. This is a one person procedure and best not done with two people involved. Best to not keep starting and stopping as raise the dinghy but the priority is on safety. Stop when you need to.



Anchoring – SeaWolf is equipped with the large 40kg ROCNA anchor, Mantus swivel and 500’ of 5/16th high-tensile chain. There is also a Mantus bridle in the anchor locker. The switch to turn on the Muir Cheetah windlass is the same switch for the for the dinghy davit and is located below the electrical panel in the pilot house.

The foot pedals for lowering and raising the anchor are on the foredeck under the black caps on the port side near the windless.

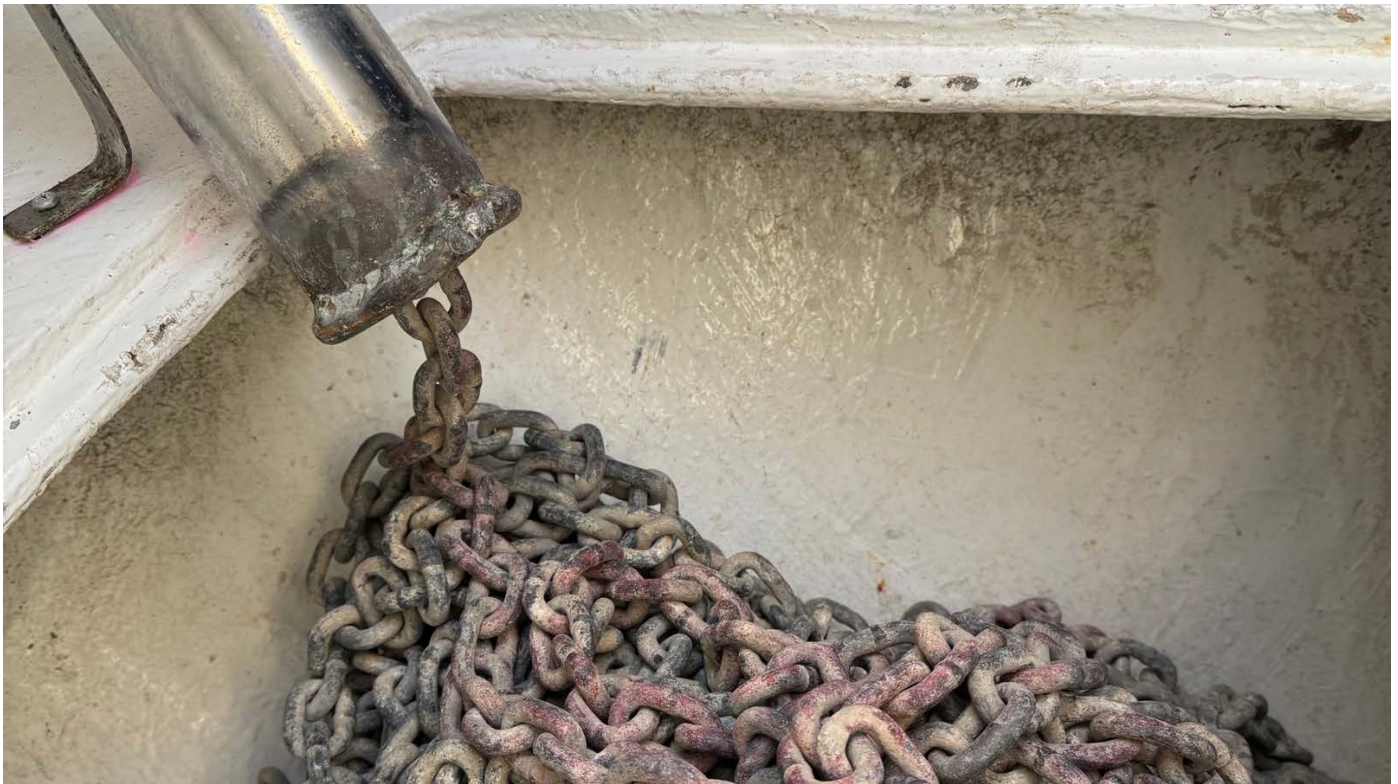


When deploying the anchor keep the engine running. Step on the DOWN foot switch to lower. It takes about 70 seconds for 100'. At which time will see large red marking at 100' and 200'. After 200' you need to count to keep track. We don't generally freewheel the windless. The rubber mallet is located in the anchor locker incase the gypsy loosens up. It gets tightened or loosened by banging the three prong tightener on the side. We recommend just slowly lowering the anchor and chain with foot pedal. In case there is a mechanical problem with the windless, the manual crank handle is mounted on the wall in the cleaning cabinet located on the starboard side of the foredeck. The use of a bridle is easy, effective and makes anchoring quiet at night by reducing the metal to metal contact. more importantly the load on the anchor chain should not be directly on having the windless take up all the loads. Use the bridle. For more information, check out anchoring and use of bridles in the Chapmans book on board.

Raising the anchor – Turn the engine on and bring the boat to the anchor with the engine. Don't just step on the windless foot switch and use the windless to move the boat. More on anchoring techniques and proper amount of scope in the Chapmans book onboard.

There is a black HoseCoil and nozzle with blue end fitting that fits into a washdown port in the anchor area. Just simply push and twist the blue end fitting into the port and now you have fresh water to rinse any mud off the anchor chain before it goes into the anchor locker. Best to rinse the mud off the anchor before you bring the anchor in place otherwise the muddy water will run the length of the boat

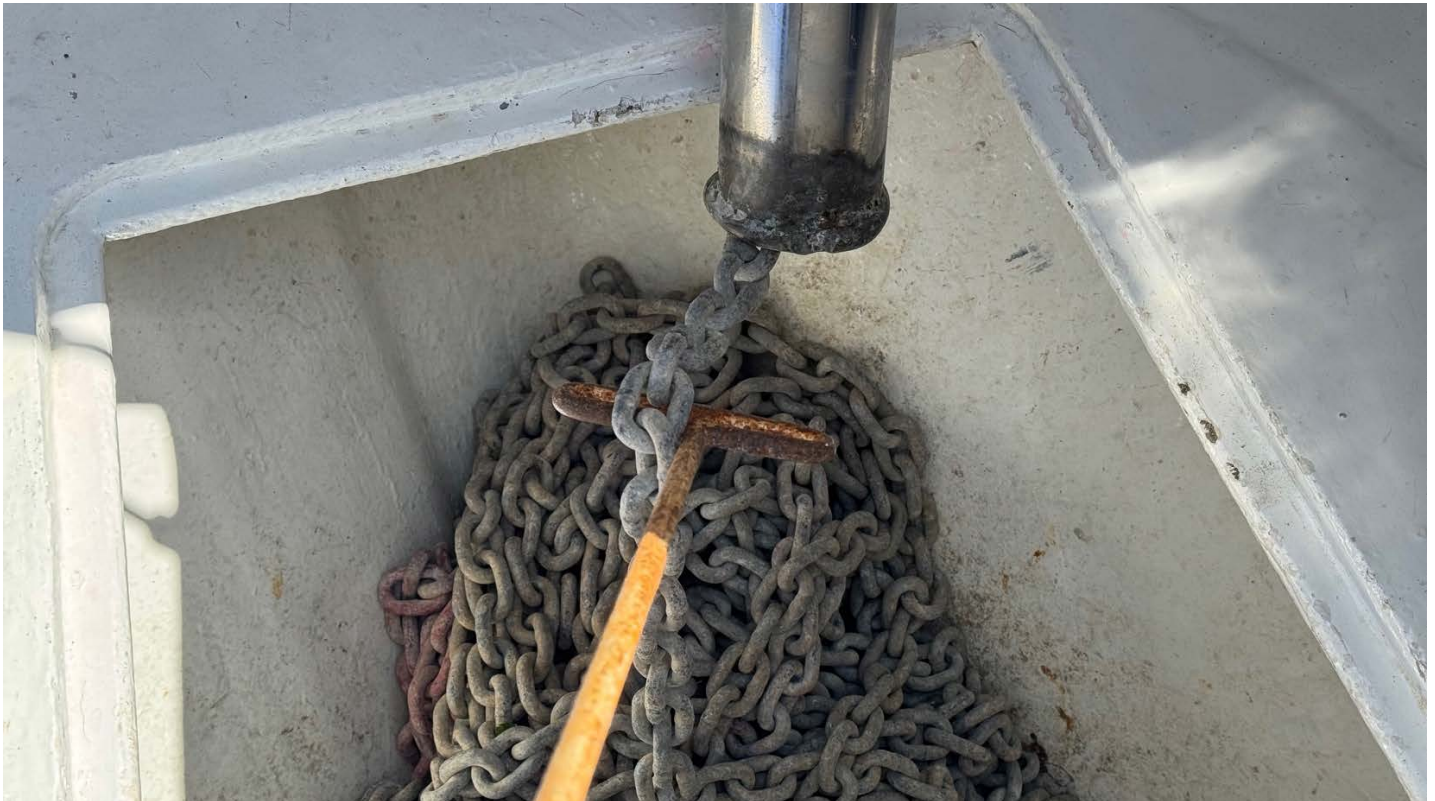
This is important when raising anchor. The anchor chain needs to be “flaked”.



It takes three people to raise the anchor. One is maneuvering the boat from the pilot house and taking direction from the person who is raising the anchor utilizing the foot pedals on the foredeck. This person has a view of the anchor and its direction. Hand signal communication to the pilot can work but headphones work much better especially with a new crew. The third person is full time flaking.

There is a 3 foot long flaking tool in the anchor locker . Its best to sit on deck with feet in anchor locker. I suggest you borrow one of those foredeck cushions to sit on to raise your thighs above the hatch rail while making this job more comfortable. The end with hook and white tape if the side you hold.

This is a very important job! Give the flaker a chance to learn an effective technique.



The flat handle side if the part you use to pull the chain off the pile about every 18 inches so it doesn't back up to the end of the Stainless Steel Tube and fill up the tube. If it backs up no more chain can fall down into the chain locker and the windless will get stuck. It has potential to cause damage or at least blow a fuse.



Water Supply – SeaWolf holds 250 gallons of fresh water. The toilets use fresh water. We find two couples can cruise about three days on a tank of water with most taking daily short showers. Smart to conserve. Not all locations in the Gulf Islands will allow you to fill up. Top off whenever you can.

The white drinking water safe hose is located in the starboard aft locker. The water gauge is the same as the gas gauge that is located on the left side of the steering wheel. Turn on the engine ignition (not the engine itself) then turn the on knob on the panel. The cross reference for fuel tanks and water tanks are labeled accordingly on the panel.

There are two deck fills for the two water tanks. Both are located in the stern cockpit. This is the deck with the teak flooring. They are self-leveling but both will need to be filled. Best to fill them slowly so the air has a change to escape.



The Head (Toilet) operation: There are two large buttons on the panel that operates each head. One is labeled BEFORE USE. This adds some water into the bowl. The other labeled AFTER USE. This adds more water and flushing action. YES you can flush dissolvable RV or Marine single ply toilet paper. NOTHING ELSE! **If you flush any kind of disinfectant or personal wipes (hygiene, make-up remover) the toilet WILL clog.** No Kleenex or tampons. NOTHING! There is a waste paper basket with plastic liners under each sink. Use them for everything else. One smart practice is to keep the toilet lid closed so nothing accidentally falls into the bowl while cruising.

In Washington State all waste must be removed by pumping out. The waste deck fitting is located on the starboard side just forward of the pilot house door. In Canadian waters, the holding tank can be drained in some location at least 3 miles offshore. (Refer to local Canadian information) If you are in an area where you are allowed to drain the holding tank, the thru hull valve can be turned 90 degrees to directly drain overboard. This valve is located in the main cabin, behind the cabinet doors below the large TV. Easy to access. The plastic cable tie would need

to be cut since it is acting as a required “lock” while in Washington State waters. Get a flashlight and look inside. Different than most boats, this is gravity fed and does not require a switch to be pushed since the macerator pump is built into each toilet and not the holding tank. Close valve after it drained in about 10 minutes. Best to open the deck fill to allow air in to assist in draining.



How to tell when its full. The small round gauge is located in the main cabin to the right side of the TV. Switch to ON and if the bright red light is lit the tank to completely full! Ignore the middle orange light. That seems to stay on even after one completely emptied the tank. There is no alarm to tell you it's full. You need to keep checking his gauge. However, I do keep the deck fill a little loose in case incase I'm not always properly checking. There will be a visual gauge of some not so mysterious brown stuff leaking out to tell you the holding tank is full. That anchor washdown hose has a dual purpose in this situation.



Heating and Air Conditioning – SeaWolf is equipped with a Webasto Hydronic Diesel Heater. It will warm the whole boat in any condition. There are 5 separate Fans with individual controls. You can run it whether at dock or underway. No use of battery power so there isn't any concern about battery consumption. The SYSTEM HEAT switch is labeled and located below the electrical panel at the door entrance between the pilothouse and main salon. When you flick it on move to the stern deck outside and listen for the motor. You can hear it from that location since It is mounted just below in the lazarette. It will run for a good 5-10 minutes before any heat comes out. Soon, when the system has warmed up, the motor will shut down and the fans at each location will blow hot air. You control each fan separately. There is a switch that has three positions. LOW OFF HIGH. Adjust accordingly for our own individual temperature preferences.

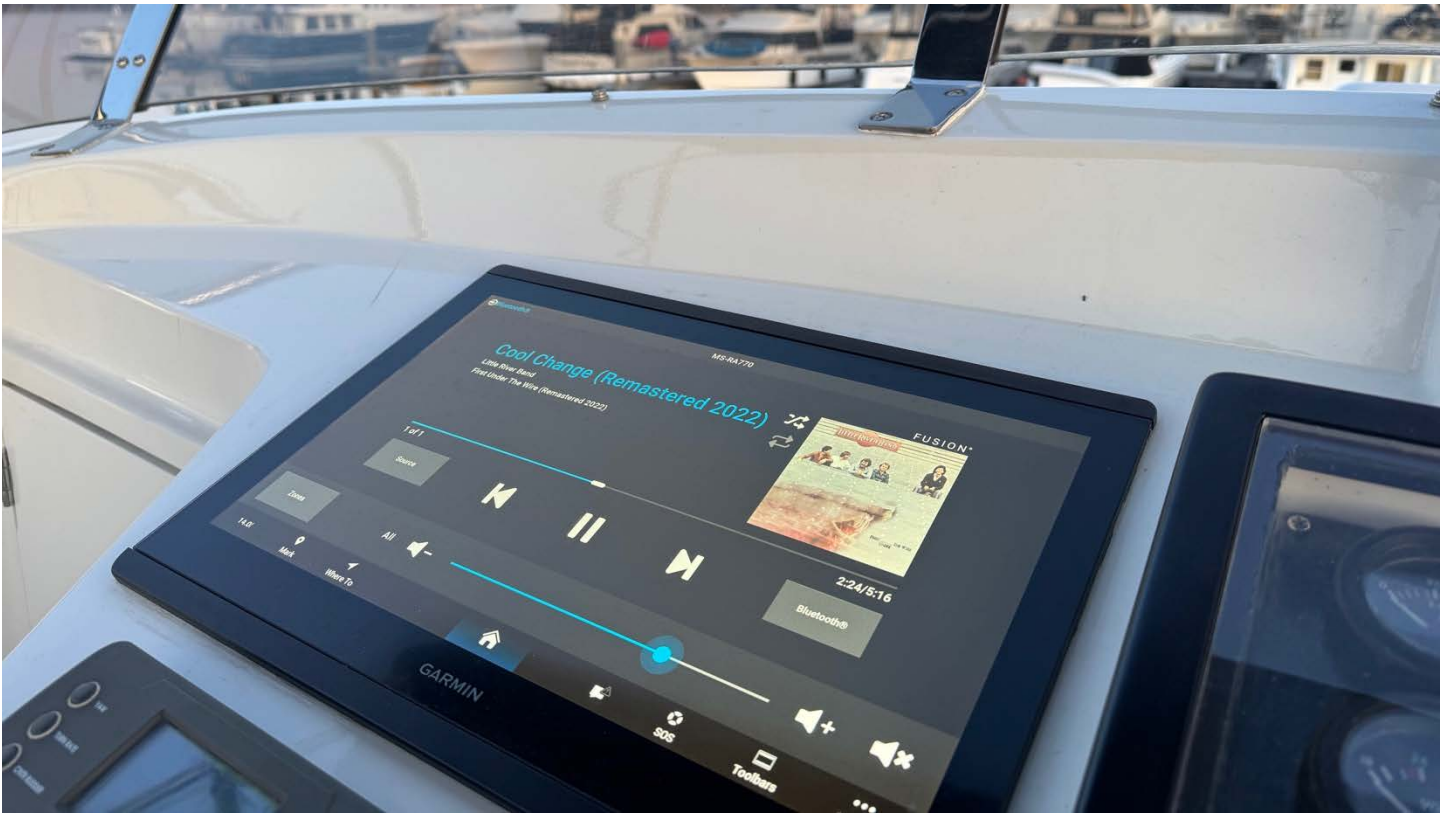
Fans are located in the Main Salon under the settee seats. In the Pilot House below the seats as well as each of the cabins below decks. There is a switch on the dash that adds the fans and heat to the pilot house windows making for a great defroster.



There is a thermostat that can control the diesel and it is located near the side of the refrigerator. The small LCD is kind of hard to read. Grab a flashlight from the cabinet behind you. If the heater is not turning on, motor not running on startup, the thermostat needs to be raised to a higher temperature. I generally put the thermostat at a very high number and manually override it with the power switch. Just leave the OFF HEAT switch in the HEAT position. There are five zones but only one thermostat. This is why the three position fan switch at each zone is important.

There is a 110 volt Air Conditioner in the Master Cabin. This is designed exclusively for this one cabin and to be used only while at the dock. The operation instructions are on the panel. It is presently set to 16 degree Celsius (60.8 degree Fahrenheit) it is a new Velair variable speed AC and will give a constant sound and flow of cool air at night. When you first turn it on, it will blow strong but just let it do its thing and it will slowly automatically lower the fan speed and sound. Its ok to leave on all night while at the dock.

MUSIC



When the STEREO breaker is turned on, the Fusion RA-770 will automatically come on and any Garmin MFD display will display MEDIA. There is no need to use the Fusion controller that is mounted on the side of the refrigerator. There are a lot of good reasons why you shouldn't touch it at all. It seems confusing but easy to operate on large MFD's.

Operate the stereo from any display. Push VESSEL and you will see a list of icons. Choose MEDIA. See the blue icon to the right on the page below. Push that button and you will get all of the stereo controls.



Source is where you can Bluetooth to your phone for your own source of music.



Stereo Zone Control

There are two zones hooked into this system. The Pilot House and the Fly Bridge. You can control the volume from the touch screen. Slide the bar or tap on the Volume – or Volume +. ALL will move both together. It will also turn the flybridge sound up when you are just trying to keep the music in the Pilot House! Turn ALL down and operate the other two independently.



Main Salon Entertainment

The TV in the main salon is the source for music in that area. There is an Apple HomePod speaker on the floor behind the chair. Turn the TV on with both remotes. Samsung and Apple TV. Navigate everything you do with Apple TV for Pandora or Apple Music for music.

For watching TV use the Apple TV. There are a lot of streaming services connected that you are welcome to use. This goes for the TV in the Master Stateroom as well.

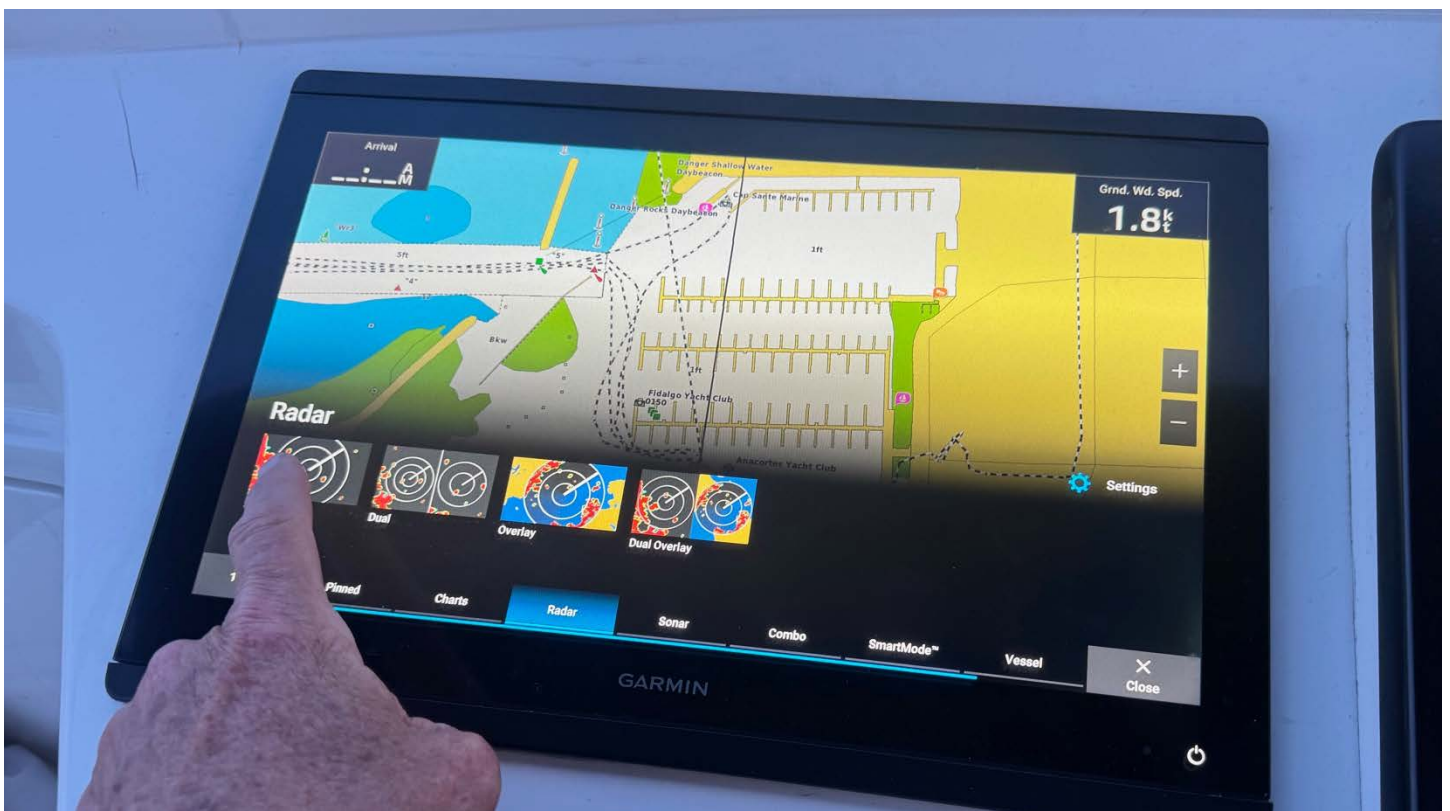
Starlink

SeaWolf is equipped with Starlink mounted in a StarPod by NavPod. I couldn't resist putting in a plug for our new product from OCEAN EQUIPMENT.

The WIFI is: **SeaWolf S**

Password is: **SeaWolf2023**

SeaWolf is the WIFI for the Garmin MFD's. There is no reason you need to connect to them. The reason you need to know this is the fact that you will see both SeaWolf and SeaWolf S being transmitted on board. Use **SeaWolf S**. The other reason you need to know this is that the Apple TV will default to SeaWolf if the Starlink is off while the Garmin MFD's are on. You will notice this when the TV is off the network. You will have to navigate the Apple TV Settings menu and change Network to **SeaWolf S** from SeaWolf.



Garmin MFD's

The home screen button will give you access to all the connected products.

Radar – Dual Screen

AIS

Rearview Camera

Media

Autopilot

Sonar



Dear Charter Guests

I hope you enjoy your time aboard SeaWolf.

It is challenging to cover everything about this boat in this manual I put together. If you are interested in more detailed information about a particular product, you are welcome to sort through the individual manuals that are located in a large bin under the stairs in the generator room. There are also some really good boating reference and adventure books for your enjoyment while onboard.

I invite you to reach out directly to me. I've owned SeaWolf for four years now. We took possession of her in Wrangell Alaska and had the opportunity to cruise her throughout SE Alaska for two seasons before sailing her down the Inside Passage to her new home port here in Anacortes.

I know the boat very well. I'm here to help, educate, solve problems or just talk boats!

I want to do everything I can to make your time aboard SeaWolf a pleasant and safe one.

Rob Walsh

President

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