



Operations Manual



46' WestCoast 'West Wind'

Welcome Aboard!

Welcome to Anacortes Yacht Charters and your WestCoast 46' West Wind. We hope you have a pleasant journey and are looking forward to a fantastic vacation and some of the finest boating in the world here in the Salish Sea. Introducing MV West Wind, a beautifully presented WestCoast 46'— A proven design known for its strength, comfort, and West Coast cruising capability. Powered by dependable John Deere marine diesel engine, this vessel delivers the reliability and efficiency serious boaters expect.

With classic lines and a solid reputation, the WestCoast 46 West Wind is equally suited for extended cruising, coastal exploration, or comfortable liveaboard life. The John Deere Marine powerplant offers peace of mind with trusted performance and serviceability, whether navigating tight inlets or open passages.

Key Highlights:

- Model: WestCoast 46 (West Wind)
- Vessel Type: MV (Motor Vessel)
- Power: John Deere Marine Diesel
- Design: Rugged, Timeless West Coast Cruiser
- Capability: Ideal for long-range cruising and coastal adventures

This manual is here to guide you through the ins and outs of your yacht. Please take the time to read this manual and don't hesitate to ask any of our professional, friendly staff at AYC if you have any questions.

All the yachts in the AYC fleet are maintained to the highest standards so that you may enjoy a trouble-free vacation, on a beautiful yacht. Please remember that these yachts are all privately owned, and we ask that you care for them like it was your own.

Best wishes for a great cruise!

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Yacht specifications:

Length	46'
Beam	14' 3"
Draft	4' 10"
Fuel	620 gallons Diesel
Water	200 gallons
Engine	375 Horsepower John Deere Diesel 6081AFM01
Generator	Onan 9 KW N10CSSL

Location of:

Fresh Water Refill: Starboard Deck AFT

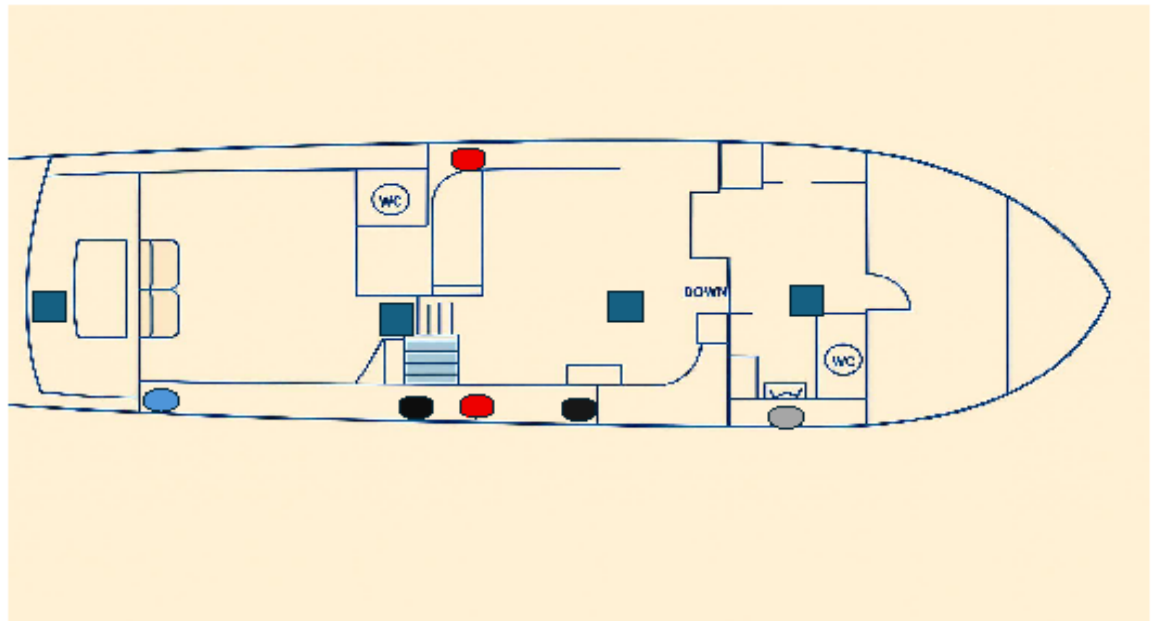
Diesel Refill: Port Deck / Starboard Deck

Black Water Tanks:

Starboard, Front Black at Starboard Pilot Door

Aft Black Tank clean out Mid-Ship Starboard side

BOTH ARE CLEARLY LABELED "WASTE"



- Diesel Fill Ports, Port and Starboard
- Black Water Waste Ports
- Fresh Water Fill Port
- Grey Water Port, emptying gray water daily eliminates the need to use this port
- Bilges, Bow to Stern, 1. Galley, 2. Engine Room, 3. Aft Berth Bilge (under floor), 4. Lazarette

Westwind 120 volt Outlets locations

Easily accessible outlets- All outlets are tied to a GFI

2 galley, 1 forward head, 1 rear head (above counter, aft), 1 port side state room shelf, 1 flybridge port of helm, 1 exterior large deck box, 1 port side exterior lazarette.

Hidden 120 volt outlets 1 under main helm access, 1 double gang under entertainment center (controls starlink, TV, Bose speaker and power strip), 1 starboard closet berth, top left, 1 engine room @ inverter, 1 lazarette near genset, 1 inside large deck box, 1 under upper helm.

Boat Operation

Engine Inspection

Each morning, remember “WOBBBS”: Water (coolant), Oil, Bilges, Belts, and Sea Strainer.

Check the coolant level in the expansion tanks at the front of the engine. Check the oil level in each engine using the dipsticks on the sides of the engines, and confirm the level falls within the marked range. Do not overfill oil—add oil only if the level is below the halfway mark. If you have any questions about the dipstick markings, ask your fleet captain during checkout. Use a paper towel or oil rag, not dish towels. Also inspect the belts, hoses, and fuel lines for general condition.



Check the coolant tank fill level daily while the engine is cold.



Observe the pre-fuel filters only. The yellow-handled lever points to the filter currently supplying fuel, and no adjustment is needed.



Check the transmission oil dipstick daily a few minutes after start-up. The engine must be running for an accurate reading.



Main engine oil dipstick, check daily before starting

Raw Water System Check

- Ensure each raw water thru-hull valve is **open** (the lever should be in line with the valve).
- Inspect the glass on each raw water strainer for debris. A flashlight can make debris easier to see.
- If cleaning is needed, close the seacock, open the strainer cover, clean the strainer, and reassemble it. Then reopen the seacock.
- Confirm that water is flowing from the exhaust outlets.
- Check generator fluid levels as part of your inspection.

Start-Up

Before starting, complete the engine inspection and use the lower helm station to start the engines. Make sure the gearshifts are in neutral, as the engines will not start unless the neutral lockout is engaged. Turn the key to ON, then press Station Select on the gear selector until the indicator turns red. Press Start. The engine will crank only when both lights are illuminated: the Neutral (N) light and the red Station Select light. On Helm Throttle Control 1, these lights confirm the station is ready for starting.



Let the engine warm up for about 5 minutes before engaging the transmission. Monitor the gauges: oil pressure should read about 40–50 PSI, and engine temperature should rise gradually.

Note: If oil pressure is low, shut down the engine and inspect the engine compartment for the cause, such as oil loss. **Caution:** If an engine overheats or little to no raw water is discharging from the exhaust, stop the engine immediately. Recheck the raw-water cooling system to confirm the seacock is open, then inspect the raw water strainer for debris. Clean and reassemble the strainer, reopen the intake valve, restart the engine, and check exhaust water flow again. If water still is not flowing properly, the raw water pump may require service. Contact AYC immediately.

Shutdown

Before shutting down, check the transmission oil while the engine is running. Then let the engine idle for about 5 minutes so it can cool gradually; the time spent preparing to dock is usually enough. Confirm the gearshift is in neutral, then turn the key to the left to stop the engine.

Getting Underway

Disconnect the shore power cord before departure. Close all portholes, windows, and the forward hatch. Turn on the VHF and other electronics, and confirm they are working properly. Before leaving, make sure the entire right side of the DC panel is on. Assign crew positions, then idle the engines once outside the marina while crew bring in lines and fenders. If the vessel is equipped with a bow thruster, use it as needed to help hold the bow to the dock while removing the bow line.



Cruising

Always perform close-quarters maneuvering from the main helm.

Engage the gearshift smoothly. When in doubt, return to neutral. Operate slowly and communicate clearly with your crew. When shifting from forward to reverse, pause briefly in neutral first. Normal cruising speed is about 1800 RPM, with a maximum cruising speed of approximately 12 knots. Actual speed will vary with load, weight, and weather conditions.

Note: Avoid running at higher engine speeds, as this can increase engine temperature, raise fuel consumption, and potentially cause damage. In general, lower RPMs provide better fuel economy.

Docking

Turn on your headsets and have the crew prepare lines and fenders well ahead of time. Prepare for docking or anchoring as you enter the harbor or anchorage area. Give clear docking instructions before you begin. In many situations, one crew member will step off from the swim step with the stern line, while another will be positioned at the bow or midships to hand over the next lines. If the boat is equipped with thrusters, use them in short bursts to help hold position while lines are secured.

This boat is equipped with both bow and stern thrusters. Make sure they are turned on before docking, and use them only in short bursts to avoid blowing a fuse.

Fueling

The deck fitting key is stored in the starboard door step. The boat has two diesel fill caps—one on the port side and one on the starboard side—both located midship and clearly labeled **DIESEL**.

Important: Use **diesel fuel only**. Before fueling, confirm that you are using the correct deck fill and that the cap is clearly marked **DIESEL**.



Before fueling, have absorbent pads ready and identify the fuel tank vents on the exterior hull so you can monitor them during fueling and respond quickly to any overflow. Know how much fuel you need before fueling—do the math ahead of time. The tank tender can be used to help monitor fuel level.

Insert the nozzle securely into the diesel fill and pump slowly and steadily. Avoid high flow rates, which can trap air in the tank and cause splashback or overflow.

As the tank fills, listen for a change in sound and watch the exterior hull vent closely. Slow the flow as the tank nears full, and be ready to catch any drips or overflow with absorbent pads.

Note: Fuel spills can result in environmental penalties or cleanup charges, so fuel carefully and stop before the tank overflows.

When finished, replace the fuel caps securely and wipe up any splatter immediately. Dispose of used absorbent materials properly and wash your hands after fueling.

Boat Electrical

The boat's electrical system has two distribution systems: 110-volt AC and 12-volt DC. Controls are located at the AC electrical panel and DC auxiliary panel beside the helm.

When the boat is not connected to shore power, all electrical demand comes from the batteries. Monitor battery condition on the Magnum controller display. Use the voltmeter to watch battery voltage and the amp meter to see how much power is being drawn. Turn off electrical devices that are not needed.

Breakers marked with blue or green stickers are normally left on. Breakers without stickers are for occasional use or should be used with discretion.

A.C. (Shore) Systems

Shore power supplies AC outlets and equipment on board, and it also powers the battery chargers.

To connect to shore power, plug the 30-amp power cord into the boat first and then into the dock receptacle. Check the dock receptacle rating before connecting. If needed, use a cord adapter stored in a deck storage box. Turn on dock power after the cord is connected. Cords coming off the bow may be wrapped loosely around the bow line or bow rail.

Make sure the inverter is on, then switch from ship's power to shore power. To do this slide the breaker cover down to cover the ships power, this enables you to turn shore power on. Use the same procedure when operating the generator.



Important: The AC breakers on the right side of the panel control heavy-load items and should be used one at a time while on shore power. If the inverter and water heater are turned on at the same time, the breaker will likely trip.

Using these breakers away from shore power will quickly reduce battery capacity. If you want hot water while at anchor or on a mooring, use the **Heater Circ Pump** while the main engine is running, or use the Hurricane Heating System.



At the electrical panel, turn on the shore circuit breaker. Then turn on only the breakers you need, such as the battery charger, refrigeration, or water heater. Watch the amp meter as loads are added. If the load exceeds available amperage, the breaker will trip. If that happens, turn off some equipment and wait before restarting another system.

If outlets stop working, check the GFI outlets to make sure they have not tripped. One GFI may protect outlets in several areas of the boat.

Inverter

The inverter provides AC power to selected 110-volt outlets when the boat is not connected to shore power. The inverter control switch is on the electrical panel, and the inverter unit itself is on the starboard side of the engine room. Make sure the inverter is on when you need AC power away from the dock. At bedtime, it is a good idea to turn the inverter off to conserve power if any AC loads have been left on. To do this, press the **Inverter** button on the Magnum screen once. The display will confirm that the inverter is off.

The inverter draws power from the DC house or inverter batteries on the port side of the engine room, so available power is limited by battery capacity. High-draw items such as hair dryers, toasters, coffee makers, and space heaters will discharge the batteries quickly. Use them sparingly and monitor battery levels carefully. Turning the inverter off does not affect DC power. If you also want to conserve DC power, turn off unneeded DC loads. Leaving a DC switch on does not consume meaningful power beyond the small indicator light. If you want to save a little more power, you may also turn off the **Panel Lights** breaker.

When connected to shore power, the inverter automatically functions as a battery charger for the 12-volt house batteries.



Generator



- Before starting, check that fluid levels are full and the raw water intake is open.
- Make sure all individual AC breakers are off.
- Generator controls are at the electrical panel.
- Press the prime button for about 10 seconds.
- Press and hold Start. The generator should start in about 10 to 15 seconds.
- After it starts, confirm that cooling water and exhaust are discharging beneath the swim platform.
- Switch the AC distribution selector to Generator (or Ship), then turn on AC systems one at a time as needed.

To shut down generator:

- Turn off the AC breakers to remove the load.
- Hold the generator control in the Off position until the generator stops.

D.C. (House) Systems

The boat's battery system supports 12-volt DC power for the engine battery, house battery bank, inverter bank, generator battery, and bow and stern thruster battery.

Battery switches are located in the engine room. Under normal operation, leave the engine/generator and house switches in the ON position. Do not change switch positions while the engines are running, or the alternator diodes may be damaged.

The 12-volt panel controls systems powered by the batteries, including lights, water pressure, and electronics. Bilge pumps should always be left on.

Turn the grey water pump off after each use.

Batteries

The house battery bank powers all DC systems except the engines, generator battery, and bow and stern thrusters. When the boat is not connected to shore power, all 12-volt use draws from the house batteries. Use electrical devices as needed, but monitor battery condition regularly. The DC voltmeter can be switched between the port, starboard, and house banks to check charging or resting voltage.

A charging battery bank will usually read about 13.1 to 14.2 volts, depending on its state of charge. When a battery bank is at rest and not being charged, the voltmeter provides a general indication of remaining charge.

All batteries are charged by the engine alternators while underway. The engine and house batteries are also charged by the battery charger when the boat is connected to shore power. Make sure the Battery Charger and Inverter breakers are on at the electrical panel. The generator will also charge the batteries when running.

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%

Bow/Stern Thruster Breaker

The breaker for the bow and stern thrusters is located in the bow, under the V-berth mattress on the port side. The stern thruster fuse is located in the engine room, aft of the access ladder. Test the thrusters before leaving the dock or when approaching a moorage. If the thrusters do not respond at the helm, check that the thruster breaker is on.

Sanitation Systems

Marine Toilet

Make sure every crew member understands how to use the marine toilet properly. The valves, openings, and pumps are small and can clog easily.

Important: Always supervise children when flushing so nothing improper is put into the toilet.

Do not flush:

- Paper towels
- Tampons or sanitary napkins
- Kleenex or facial tissue
- Household toilet paper
- Food or any foreign material

Use only the special dissolving marine toilet tissue provided by AYC.

To use the Toilet:

- Move the selector switch to the left to put water into the bowl.
- Flush long enough to move waste completely through the hoses.
- Clean the toilet as needed.

Holding Tank

The holding tanks hold approximately 50 gallons. Plan on about 1 gallon per flush, and empty the tanks every other day to avoid overfilling.

Warning: Overfilling can break a hose, clog a vent, or damage the tank. Tank watch lights are located on the breaker panel, but they can clog, so do not rely on them alone. Tracking the number of flushes is the best guide.

Use a few ounces of the AYC-provided deodorizer as needed to help control odors.

Emptying options:

1. Marine pump-out station

- Remove the waste caps on the starboard side.
- Insert the pump-out nozzle into the waste fitting.
- Hold the nozzle firmly against the deck fitting to maintain a tight seal.
- Turn on the pump and open the handle valve.
- When finished, close the handle valve, turn off the pump, and remove the nozzle.

If a fresh water hose is available, rinse the tank by running water into it for about 2 minutes, then pump it out again. This helps reduce odors and leaves the tank cleaner for the next charter.

Water Systems

Fresh Water Tanks

The FRESH WATER TANK holds 200 gallons. Observe the water level by checking the tank tender located in the Salon. Waste water from the sinks and showers drains into the grey water tank. Empty this daily via the switch on the electrical panel.

To refill the tank, remove the WATER CAP located on the Starboard side. Avoid flushing debris from the deck into the tank opening. DO NOT fill water and diesel at the same time!

Fresh Water Pump

The water pressure pump is located under the aft bed. Turn it on at the DC panel and leave it on during normal use. You may wish to turn it off at bedtime, as it can occasionally lose a little pressure and cycle during the night. If the pump continues to run, you may be out of water or the system may have an air lock. Try opening a faucet to bleed the system. If you run out of water, shut off the hot water heater at the AC panel immediately. Serious damage can occur.

Hot Water

The HOT WATER HEATER has a 17-gallon capacity tank and is available when connected to shore power or via a heat exchanger underway. To use on shore power, flip on the water heater circuit breaker on the AC electrical panel. Do not use the water heater if the water tank level is very low. The water heater is located in the engine room.

Shower

Before taking a shower, make sure the water pressure and shower sump breakers are on. Take short “boat” showers by turning the water off while soaping up and back on to rinse. After showering, squeegee the shower walls before you get out to reduce moisture in the bathroom and throughout the boat. This helps keep the interior more comfortable during your stay.

Check the shower and sink drains for hair buildup, and make sure the faucets and nozzle are completely off when you are finished. Keep the shower door closed after use to help contain moisture and reduce humidity in the boat.

A pressured RAW WATER WASHDOWN is available from a hose spigot on the Aft Deck. After use, turn the switch off to prevent pump burn out, and ensure no object leans on the switch to turn it on accidentally.

Galley

Stove/Oven

The stove and oven are propane. Turn on the “stove” breaker on the AC panel.

Your propane stove is activated by the following steps:

- #1 Turn on the propane tank located Port Side Fly Bridge Helm Locker
- #2 Turn on the DC breaker labeled LPG Control and the solenoid switch located by the kitchen
- #3 Turn on the gas at the stove (Press in knob of front right burner) burner will light. You might need to hold knob in for a few seconds while the thermo coupler warms up. The same applies to lighting the oven. When finished cooking turn off the switches and the bottle.

Refrigeration

The refrigerator is dual voltage (12-volt and 110-volt). It automatically uses 110-volt power when shore power is connected; otherwise, it runs on 12-volt power. To reduce battery use when on DC power, keep the refrigerator setting at **2**. We have found this maintains the refrigerator at about **40°F**, while the freezer on setting **1** will freeze a tray of ice in about **12 hours**. When you are at the dock, you may turn the setting up if needed.

For additional power savings, press the **moon** button on the refrigerator twice to activate sleep mode for **8 hours**. This can help reduce power consumption overnight. Minimizing door openings also helps conserve power.

Heating Systems

Diesel Heater (DC)

The diesel forced-air furnace, located in the engine room, is very efficient and provides excellent heat. It operates much like a household furnace. Turn on the heater switch at the electrical panel, make sure the circulation pump is set to **SUM**, then turn on the Hurricane Heating System. Set the thermostats in each room to the desired temperature.

The circulation pump must be running for the heat to work and for the hot water system to operate. If you are not on shore power, the circulation pump will use additional battery power. If you want hot water while using the Hurricane Heating System and circulation pump, allow a minimum of **2 hours** for the water to heat.

Check the furnace exhaust port on the port side for any obstruction, such as fenders or lines. Do not block this opening while the furnace is operating, as heat can damage fiberglass or rubber. Once the system is on, allow it to run for at least 15 minutes before turning it off. To shut the furnace down, turn the heater switch off.

Built-in Cabin Heaters (AC)

An electric heater is available when connected to shore power. It is located in the aft bedroom closet.



Electronics

All electronics manuals are stored in the aft stateroom at the foot of the bed.

VHF Radio

There are three VHF radios: one at the main helm, one at the flybridge helm, and one handheld unit plugged in near the galley. Make sure the breaker is on before use.

Depth Sounder

The depth sounder is displayed on the multifunction display (MFD). To use it, turn on the MFD.

Radar

To use the Raymarine radar, turn on the MFD, open the Radar application, and switch the radar on.

GPS/Plotter

The GPS/plotter is part of the MFD and turns on when the Raymarine system is powered up.

Note: GPS is a navigation aid only. Do not rely on it alone. Use charts, compasses, and traditional navigation tools to confirm position, course, and speed.

Entertainment

TV

A TV is stored in the entertainment cabinet. To use it, make sure the **Entertainment Center** breaker is on. Use the TV remote to power on the television and the Bose remote for sound. If the Bose sound is not working, check that Bluetooth is not connected to another device, such as a phone.

The remote for the aft bedroom TV is located in the bedside table.

Internet

The internet system uses the **Entertainment Center** breaker.

- Network: **Westcoastwestwind**
- Password: **N3wl33\$sta**

When the boat is in the Anacortes Marina, Starlink internet may not work because the slip is covered.

Anchoring/Mooring Cans

The primary working anchor is a Bruce claw anchor with 350 feet of chain. The chain runs through the deck into the anchor locker, which is accessed through the forward stateroom. Check the locker occasionally while anchoring to make sure the chain is flaking down freely and not tangling.

Windlass: The windlass has two brakes: one released with the handle and one manual brake. To lower the anchor, both brakes must be free of the wheel. This is also important to remember when retrieving the anchor, because a forgotten brake can keep the anchor from lowering when needed. If the gear binds, use the handle to release the brake tension.

If the clutch slips and the wheel spins, it may need to be tightened. If the windlass spins while you are raising the anchor, the anchor may be stuck. The windlass is powerful, but it is not designed to pull the boat or break a stuck anchor free. Always move the boat toward the anchor and communicate clearly with the helm.

The windlass power switch is on the electrical panel and is labeled **Winch**. At the bow, tap the **Down** foot control gently to create a small amount of slack in the chain. Then tip the anchor just over center and begin lowering it slowly. If needed, guide the anchor over the roller to prevent it from binding on the pulpit, and keep clear of pinch points.

Choose an anchoring spot well clear of other boats. Remember that the place where you begin lowering the anchor is not where the boat will end up. In many situations you will let out about 100 to 150 feet of chain, so allow for both scope and swing room. The chain length shown on the AutoAnchor can help you monitor how much rode is out.

- In a crowded anchorage, start with at least a 3:1 scope and adjust for conditions. 5:1 ratio is ideal.
- Back the anchor in gently with a short burst from the engine to set anchor temporarily.
- To fully set the anchor, Install the anchor bridle on the chain and lower until the weight is on the bridles. When the weight of the rode is transferred to the bridle instruct the helm to the anchor is set by putting the boat in reverse for 10 seconds. You will see the anchor bridle start to raise out of the water if the anchor is set.
- Slack a loop of chain on the windlass side so the load rests on the bridle, not on the windlass gear.

Using the anchor bridle is important. It transfers the anchoring load from the windlass to the bow cleats, reduces strain on the windlass gear, and helps the boat ride more comfortably through the night.

Before raising the anchor, always start the engines because the windlass draws significant power. Turn on the **Winch** switch and take up enough slack to remove pressure from the bridle, then remove the bridle from the chain. As the boat moves slowly toward the anchor, use the **Up** control to recover slack chain. Give the windlass short rests while retrieving.

- Never use the windlass to pull the boat forward.
- Keep the chain leading straight ahead of the bow or directly under it—never off to the side and never under the boat.
- If the chain angle is wrong, stop and direct the helm to reposition the boat before continuing.
- If the anchor is stuck, communicate clearly with the helm and work the boat into a better position. Do not force the windlass.
- Guide the anchor carefully onto the roller and keep it from swinging into the hull.
- Wash the chain as it comes aboard if needed.

When the anchor is secured, close the plastic covers on the foot pedal controls and turn off the **Winch** switch.

A spare anchor and spare rode are stored in the upstairs deck box.

Mooring Balls

Mooring cans have a metal triangle on top with a heavy ring attached to the securing chain. Because the ring is heavy, assign your strongest crew member to handle it.

Approach the can slowly into the wind or current, just as you would when anchoring. Station two crew members at the bow: one with a boat hook and one with a mooring line prepared like a bow line. As you approach, have the crew point at the can with the boat hook so the skipper can track its position. Hook the can and lift the ring to the boat so the second crew member can pass the line through it, then release the ring. If the mooring line leads out through the starboard chock, bring the bitter end back through the port chock to form a bridle with about 10 feet of slack between the chocks and the mooring ball.

Barbecue

The barbecue is stored in the large deck box. Attach the fixed propane hose or use the spare propane canister provided, then light the unit carefully. The barbecue gets very hot and cooks quickly, so monitor it closely. After use, wipe it down with a paper towel and return it to the deck box to help keep grease and dirt off the boat.

Note: Propane bottles are provided by AYC. If you think you will need an extra bottle, ask the staff before departure. **Caution:** Do not store an opened propane bottle in the salon or engine compartment. Store opened bottles in the cockpit cabinet, and keep gasoline and other flammable materials away from the barbecue.

Dinghy/Outboard

West Wind carries a Novurania dinghy with a 25 hp Yamaha outboard on the stern davit system. Capacity is approximately 882 pounds total, including the motor, gear, and up to 4 people.

Dinghy Davit & Crane Operation

The hydraulic crane is operated from the stainless-steel post: push **UP** to raise the crane and **DOWN** to lower it. Because hydraulic systems can retain pressure, always relieve pressure before removing pins.

Safety overview

- Always secure the dinghy to West Wind before removing pins or lowering.
- Do not allow passengers in the dinghy during launch or retrieval.
- Wear life jackets and carry a handheld radio when using the dinghy.
- Never leave the engine key in the dinghy.

Launching the dinghy

- Secure the dinghy bow line to West Wind.
- Tap the crane switch **UP** briefly to relieve hydraulic pressure on the locking pins.
- Remove the round pin and flat bar pin.
- Press **DOWN** slowly to begin lowering.
- Watch the lower unit of the outboard carefully and make sure it clears the port-side pontoon. Use the tilt controls if needed.
- Continue lowering until the dinghy is floating freely.
- Tighten the engine mounting threaded nut firmly before operating the dinghy.
- Tap the switch **UP** briefly to relieve pressure on locking pins.

Starting and departing

- Before untying, make sure the engine is off and lowered into the water.
- Insert the key and start the engine.
- Confirm cooling water flow.
- Before departure, make sure all passengers have life jackets and that a handheld radio is onboard.

Returning and lifting the dinghy

- Guide the dinghy into the davit cradles and lock the clamps securely.
- **Critical: Unlock the engine mount threaded nut before lifting. Failure to do so can cause serious fiberglass damage.**
- Lower the crane hook and attach the stainless-steel eyelet to the engine lifting point.
- Push the dinghy fully to port and as far aft as possible for proper alignment. See photo
- Before lifting, make sure the engine is off, tilted fully out of the water, turned fully to port, and clear of the crane path.
- Press **UP** slowly and monitor alignment. If the hook slips, lower and reposition the dinghy.
- Once fully seated, reinstall the round pin and flat bar pin, confirm the dinghy is secure, and leave the bow line tied to West Wind.
- Turn the engine off if needed, remove the key, and verify all components are secured.
- Guide dinghy into davit cradles
- Lock clamps securely

Crabbing/Fishing

Before your cruise, check current fishing and crabbing regulations. You will need a license, and some areas are closed to fishing or crabbing during certain times of year.

Crabbing tips:

- Keep crab lines well away from the boat so they do not wrap around the propellers.
- Good bait option for crabs are fish heads or bodies and or raw chicken or turkey, necks and legs preferred
- After 15 to 20 minutes, pull the crab line and ring up quickly.
- Before lowering a ring or pot, confirm the water depth and make sure the buoy line is long enough.
- Use the crab measuring gauge, normally stored in the lazarette, to check size.
- Keep only legal-size male crabs, typically about 6 1/4 inches across the carapace.
- Boil crabs for about 12 minutes to cook them.

After use, rinse all gear thoroughly with fresh water from the cockpit shower faucet. Do not store wet rings or other gear inside the boat.

Other: Bilge Pumps/Safety

Safety should be part of your daily routine while cruising. Review man-overboard procedures with your crew, and consider practicing with a life jacket before getting underway.

Safety equipment locations:

- Life jackets are stored in the upstairs deck boxes. Keep a few out and ready for quick access.
- Flares and other safety equipment are stored under the port-side step at the port door.

Automatic bilge pumps:

West Wind is equipped with four automatic bilge pumps. The master switches are at the helm station and should always be left in the **AUTO** position. You may hear a pump cycle occasionally due to condensation or water from the shaft log collecting in the bilge.



Bilge alarms: West Wind also has clearly labeled bilge alarm systems, which your fleet captain will review during checkout. The alarm you are most likely to encounter is the aft berth bilge. If an alarm sounds, it will be easy to hear. Press **Mute**, then go to the helm switches and make sure the affected bilge is set to **AUTO**. If it has been turned off accidentally, you may need to switch it to **MANUAL** temporarily. As a general rule, all bilge pump switches should remain in the **AUTO** position.



Spares

- The blue engine spares box is stored in the engine room and includes items such as an oil filter, raw water impeller, pump parts, injectors, and other small parts.
- A spare propeller is stored in the lazarette.

Thru-Hull Locations

This boat has many through-hulls, but the ones most relevant to charter guests are the raw water intakes for the engine and generator. Both are labeled, and in normal use there is no need to adjust them. Leave them in the position you found them.

- The engine raw water intake is located in the engine room.
- The generator raw water intake is located in the rear lazarette.
- If a lever runs parallel with the hose, the valve is open.
- If a lever is perpendicular to the hose, the valve is off.

The other through-hulls are associated with the bilge and macerator systems and are not typically used by charter guests.