

SAGANATT

**NautiCat – 44
Sloop/Cutter Rig**

**Built 1984
Hull # 103
Official # 682-888**

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SAGANATT

NAUTICAT 44 – NC44

The purpose of this manual is to give an overview of the systems on board and some instructions for their use. There are factory user manuals located in the library at the lower port side dinette for more detailed information.

SAGANATT

The Norwegian name comes from the root words of saga/natt meaning epic or story of the night. However the words together are more historic and refer to the ancestral stories of legendary or heroic actions told around the fire at night. The word “Saganatt” is found in the 1st and 6th verses of the Norwegian National Anthem and evokes a nationalistic pride and tradition based on the old sea stories of the daring and brave Viking ancestors. We hope you too will share wonderful and daring stories while sailing aboard “Saganatt”.

APPROXIMATE MEASUREMENTS

Hull length	44 feet
Water line length	38 feet
Length Overall	49 feet
Beam	12’-1”
Draft	6 feet
Mast Above Water	60 feet

DOCUMENTED VESSEL

The official boat number is: 682-888. This number is bonded to the hull located on a spar under the floor board at the lower dinette area starboard side in front of the cabinet. The official ships papers and Coast Guard documentation is located under the radar table in a blue plastic envelope at the inside captain’s helm starboard side.

SAFETY EQUIPMENT

Be sure you and your guests are familiar with the locations and use of each of these items. They may well be able to save you life.

FIRE EXTINGUISHERS

There are 4 dry chemical extinguishers located within grabs reach. They are located; in the aft cabin on the wall next to the door, under the seating area in the upper pilot house, on the wall between the galley and lower dinette wall, under the forward v-birth mounted low on the wall as you walk in the

birth. There are 2 halon extinguishers. One small hand held is mounted on the wall next to sink to the right of the stove. The other halon is a large bottle mounted in the engine compartment on the genset cabinet. This will discharge automatically if there is a fire inside the engine room. The lower dinette has a battery powered smoke detector. If this goes off while cooking you can press the reset button and it should stay off while the cooking activities are ongoing.

LIFE JACKETS

There are: 3 – Type 1, and 4 – Type 2. There are also 2 children PFD's. Located under the pilot house seat on the port side.

THROWABLES

Four (4) Seat cushions stored in the pilot house under the seat. One horseshoe buoy attached to life lines at aft deck. One Life sling located on the rear aft deck with instructions. One “Throw bag – blue in color with 60’ of yellow floating line under the port seating bench at aft cabin.

SIGNALING DEVICES

All are located in cabinet on the starboard side in pilot house in a blue plastic container. Three (3) hand held flares, flare gun in orange case, orange dye markers. Portable fog horn. Hanging ships bell at aft steering station. New flair kit in orange case.

THROUGH HULL FITTINGS

There are 10 thru hull valve fittings. Five (5) located under the lower dinette floor. Two (2) in the engine compartment starboard side. Three (3) under the floor in the aft cabin at the front of the bed. Each valve is labeled for each particular location that it serves.

WOODEN PLUGS

Located in the cabinet starboard side main pilot house in the blue plastic container. These are to be used if a thru hull fitting or hose fails.

FIRST AID KITS

Located in cabinet under sink in forward head. Larger kit is under lower dinette settee in red tool box with white X on top.

PUMPS

The switch for the electric bilge pump is located on the 12v panel. It has an automatic and manual position – leave it in the automatic position. In the main pilot house cabinet there is a manual bilge pump with a handle mounted next to the pump housing. The shower sump pump can be used as a backup – make sure shower sump switch is on when taking showers. Please note: do not rely on the auto bilge to remove the water. If in doubt take the floor board out of the aft cabin locker (just to the right of the door as you walk into the aft cabin) and look to see if there is a large amount of water in the bilge. If the electric bilge pumps are not working use the manual pump at the pilot house cabinet to discharge the water.

EMERGENCY TILLER

Located under the bed in the aft cabin – at the stern of the boat. It is a large L-shaped pipe with a fitting that will fit over the rudder post hub.

RADAR REFLECTOR – Permanently mounted on the main mast.

ENGINE ALARMS

There is an engine alarm on the 12 volt panel and at the outside helm station. The alarm sensors monitor engine oil pressure, coolant temperature, exhaust elbow temperature and alternator output. If the alarm sounds check the engine immediately and correct the problem before proceeding. If the alarm goes off when motoring under sail most likely the raw water intake is not sucking water from the bottom of the boat.

SHAFT LUBRICATION

In the aft cabin stairs there is a setup for lubricating the stuffing box shaft. It is under the first step leading from the aft cabin. It is on the left with a “T” shape handle. Turn this handle one to two turns and it will apply grease into the shaft assembly. This is a good idea to check on long runs – it keeps the shaft cool and free from vibration.

GETTING UNDERWAY

ELECTRICAL OVERVIEW

As you enter the pilot house on the left is the 12 volt panel. The main battery switch is located under the inside helm station below the steering wheel. For normal operations use Number 2 battery position – this controls 6 – 6volt golf cart batteries. Number 1 battery position controls 1 large 8d cat battery which is used for starting the main engine. All batteries are charged by the engine 90amp alternator or the 130amp inverter battery charger from the 110 volt system. The other switch is the battery switch for the genset. Since they are totally separate systems (Main engine and Genset) you should always be able to start the main engine after the genset charges both banks of batteries. The Link 1000 control panel for the 2500 watt inverter charger is located around the corner from the 110v panel in the lower dinette.

On the 12 volt panel select those accessories which you will need. Most of the accessories have on/off switches on the unit. The exceptions are the the 3 windshield wipers, the running, steaming, mooring, deck and engine room lights. All of the other switches can be turned on for your use as needed. Make sure the bilge pump switch is left on the auto position.

Note – there is small light located next to the rudder angle indicator at the inside helm station which lights up when the bilge pump is operating. This should be an alert to you if the boat starts taking on excess water. There are 5-12volt outlets (each head, galley, 12v panel, and outside helm) and 2 adapters to use with cigarette type plugs which are located beside the DVD player on the inside helm starboard cabinet.

GENSET/SHORE POWER

The 110 volt panel is located on the starboard side of the forward stairs as you face the dinette. The main switch (black knob – upper left corner) controls either the 110v shore power or 110v generator power. Turn the switch to the off position if you will not be using 110v power. Note – when you have power to the panel an orange indicator light will be on. There is also a breaker for the genset and shore power. The start/stop control for the genset is on this panel. The main battery switch for the genset is located under in the inside helm station. It is easier to hear the genset start if the main engine is off.

To start the genset you will need to use the pre-heater (glow plug) switch for 30 to 45 seconds before trying to cold start the genset. The genset always emits black smoke when it starts. Always check for cooling water at the stern and a small stream at the starboard beam rail. The genset is equipped with alarms for coolant temperature and oil pressure. Check the coolant and oil levels before starting. The genset hour meter is located on the 110v panel box. Be sure it is running smoothly by checking the output meter located on 110v panel before turning the main switch to generator.

Do not let the generator run for any length of time without a load.

There is plenty of power (8 kw) to run all of the appliances from the genset. Fuel usage is approximately ½ gallon an hour. Run the genset for 3 minutes without a load before shutting it down to allow for proper cooling.

If for some reason the genset quits while running and does not respond to starting, most likely it has become over loaded with circuits. Try resetting the white reset button and the red circuit reset located on the side of the generator. You will have to loosen the genset box because the resets are close to the side of the box. After resetting the genset it should respond and restart.

Shore power is 30amp which causes limitations and you will probably be able to run only 2 accessories (2 – heaters or 1 heater and battery charger or battery charger and freezer, etc.) You may trip the circuit breaker on the 110v panel or at the dock circuit breakers. After the appliances are turned off you will need to reset the tripped breakers. You may need to turn on the inverter/charger either on shore power or genset if you have not run the main engine and the batteries are worn down. There are adapters in the starboard pilot house cabinet for 20 and 40 amp services.

MAIN ENGINE

The main engine provides ample power for all situations using approximately 2 gallons/hour. The cruising RPM's is 1600 to 1900. Roughly 1400rpm equals 6 knots, 1600rpm equals 7 knots, and 1800rpm equals 8 knots. Best cruise is at 1600rpm.

To gain access to engine lift the small hatch away in the upper pilot house floor, then slide the big hatch forward about 2 inches at this point rotate the hatch towards pilot house cabinet and let it lean against the cabinet. You will see a small rope hanging off the hatch. This is used to secure the big hatch by looping the loose end around the hand hold at the right side of the cabin door. At this point the engine and genset sound cabinet lids can be taken off by unlatching rubber truck type grommets.

Before engine start up check oil and coolant levels (coolant recovery tank should be at the cold line or above), Check v-belts for tightness, hoses, fuel filters and over all appearance of the engine, hoses, and wires. Check for fluid spray or splatter around the engine, transmission and genset that could indicate seal failures. Take a good look at the bilges to see if there is an abundance of oil or antifreeze that would indicate oil or coolant problems. Check the fuel filter sight bowls to see if they have debris or water settled in them. The small vacuum gauge should read less than 5lbs at idle – indicating good filtration and fuel flow across the filters. If it has a higher reading this could be an indication of clogging filters. If the sight bowls need to be taken off or the filters replaced the small electric fuel pump will refill and prime the filters after they are reassembled.

STARTING – Check to see both inside and outside gear shifts are in neutral, straight up and vertical. **ALWAYS START IN NEUTRAL.** The engine start key is located in the 12 volt panel behind the inside steering station. The key is rotated just the same as an auto key. Turn the key to start, when you hear the engine start let go of the key and it will return to the run position. If you want to increase the RPM's without engaging the transmission pull out on the middle of Morse control and rotate the lever forward to open the throttle. If nothing happens when you rotate the key double check both gear shifts to make sure they are in the neutral position. Let the engine warm up before leaving the dock and check for coolant water at the stern of the boat. There will also be small stream of water flowing from the starboard side of the boat indicating good water flow. While underway periodically check that there is good flow from the small exhaust water outlets. Always let the engine warm up - it takes 30 to 45 minutes for the engine to reach full operating temperature. Let the engine cool down with out a load for 10 to 15 minutes after long runs. Shut down engine by depressing the stop key on the right side of the key at the 12 volt panel. Turn key to off position.

HELM – INSIDE

There is a rudder angle gauge located on the ride side of the radar table. The indicator beside the rudder angle is the bilge pump light. The throttle is a single combo throttle/shift – forward click is in gear at idle. Reverse click is in reverse at idle.

To transfer controls from the inside helm to the outside helm place the throttle in the neutral position. Note: both controls need to be in the neutral position. You will only be able to operate one control at a time. Both steering wheels operate continuously because they are hydraulic. Make sure only one person is responsible for steering the vessel while underway. The horn button is located on the 12volt panel. There are two defrost fans and a chart light located at the chart table.

GAUGES

There is a new set of Ray Marine ST-60 wind instruments. See instruction manuals at library for further information. The wind meter shows apparent and true wind direction. The main displays are in the inside pilot house with slave units mounted at the outside helm station.

Engine Gauges – Top right is transmission oil pressure – 135psi, normal.
Top left is engine oil pressure – 60psi, normal.
Bottom right is engine temp – 185 degrees, normal.
Lower left volt meter, lower right is amp meter.
Fuel gauge above volt is port tank. 150 gallons.
Fuel gauge above amp is starboard tank. 100 gallons.

All readings are approximate but they can give you good information for trends that may need attention while underway – keep an eye on them. The fuel gauges are new and are accurate but it is still a good idea to know how many hours are on the tanks sense the last refueling. This can be looked up in the ships log under the fuel logs. Remember there is about a 1000 miles cruising range or 125 hours or running time with full tanks. The engine and genset draws from both tanks but not evenly. The tank control valves are located on the aft engine compartment bulkhead if one tank needs to be drawn down.

OUTSIDE HELM

Remember combo throttle/shift needs to be in neutral to transfer control to inside helm. There is a rudder angle gauge in front of the steering wheel. The wind indicator and depth sounder are mounted under the eyebrow of the pilot house. The horn button, 12v outlet for the spotlight, engine alarm, shore power connection and telephone are mounted near the steering station. The small capped fitting next to throttle is for the hydraulic fluid steering fill. The remote GPS saddle is also next to the throttle - the remote GPS is kept in a black bag under the chart table in the main pilot house.

ELECTRONICS

Radar, two GPS, Depth, and Garmin fish finder are mounted on the main dash in the pilot house – See manuals located in the library in the lower dinette for further detail operating information. The Simrad auto pilot is turned on by pressing the middle button on the Simrad display mounted on the starboard pilot house cabinet. Be sure to turn on the main auto pilot switch on the 12v panel. To engage the auto pilot press the middle one time and you will see the stand-by mode switch to auto. Do not depend on the auto pilot to solely to steer the boat – keep an eye on your course and your charts. When in doubt of your course or debris in front of the boat press the standby to deactivate the auto steering.

The VHF is mounted above the steering station in the pilot house. The call sign is: WAW 2727 (Whiskey Alpha Whiskey 2727). There is also a handheld under the radar table. If you use the handheld outside be sure to use the belt clip and secure the radio. It hangs nicely on wench handle pockets.

FUEL & FLUIDS

Engine and Genset use Number 2 diesel. The two fuel deck fills are located by; 1) starboard entry hatch on the deck, and 2) on the port side of the deck at the same location. The port tank is the large tank it will 150 gallons of fuel. The starboard tank will hold 100 gallons. Both deck fills are labeled – “Diesel”. Engine oil to be used in both the main and genset is Delo 400. The engine transmission uses Type A (Dextron 11) automatic transmission oil. The anti-freeze is Zerox or Prestone mixed 50/50 with distilled water. The water tank fill is forward of the starboard fuel fill. This tank holds 200 gallons of water. When filling the tank the vent is located near the filler on the side of hull. When the water is full water will come out of this vent. The gauge for the water tank is located above the microwave next to smoke detector.

ANCHORING & WINDLASS

The anchor is oversized (70lbs) and will hold the boat in most conditions if properly set. There is 250' of chain and 300 feet of anchor line. There is also a 25lb Danforth mounted on the stern. The extra line is under the dinette in the pilot house – it has 30' of chain rode and 100' of line.

When letting the chain out use the stainless steel handle on the 3 prong brake. This will smoothly let the chain out under control. The handle can also be used to manually turn the prongs to retrieve the anchor if the windlass fails.

To operate the windlass the main breaker under the steering station cabinet needs to be on along with the switch on the 12v panel. On the left side of the windlass the black foot switch is located on the deck – be careful this large button is easy to step on. This could cause bodily harm if you are not properly prepared with the anchor chain.

When deploying the anchor there is a turnbuckle with a thumb key that secures the anchor. As you lower the anchor past the bow sprit be careful to keep the anchor and chain centered in the nylon pulley.

The windlass is very powerful and draws a lot of power so it is a good idea to keep the main engine running while operating the windless. Let the windlass motor rest periodically to cool when bringing up the anchor.

Check that the 3 prong brake (Gypsy) is snug so the chain will not slip or bounce off the gypsy – go slow and be controlled with this operation. Verify that the chain is laying down in the chain locker and not piling up under the windless thru hull fitting. The chain will move smoothly thru the deck fitting if the chain is out of the way. After the anchor is secure turn off the main switch and 12v panel switch.

PROPANE COOKING FUEL

The 5 gallon tank (with gauge) which is connected to the stove is located in the port locker under stair step. There is spare in the starboard locker stair step. Remember the tanks threads are opposite if you have to replace and tank.

To operate the stove turn the tank on, turn the stove switch on the 12v panel on, and turn the solenoid valve breaker switch on at the stove. The solenoid valve red light should be on while you hear a distinctive click. There is also a manual shutoff valve under the sink that should be left open.

When you first light the stove or burners it will take a few moments to bleed the air out of the line. Select the burner and depress the handle light the burner and hold in the knob for a few seconds to keep the gas flowing to the burner.

To light the oven use the same method as the burners. When you open the stove door you will see a small round tube in the center at the bottom of the door. This is where to put your flame to light the oven – you should see the light blue flame trail around the oven gas tube as it fully ignites.

When finish cooking always shut off the gas solenoid valve. If you are leaving the boat it is a good idea to turn the tank off at the exterior locker. If you run out of gas simply swap out tanks and refill the empty tank.

REFRIGERATOR/FREEZER

The refrigerator is a 12volt/110. If the shore power is plugged in or the genset is running the refrigerator will automatically run on 110v.

Do not overload the door shelves. When underway use caution when opening the doors. If the power knob is at the 12 o'clock position or lower the upper freezer will not freeze fresh foods and they can be placed in the freezer compartment without freezing. When the power knob is set at the 3 o'clock or above the freezer section will be operating as a freezer should.

The deep chest freezer is 110volt. To turn on the freezer turn on the breaker at the 110v panel and rotate the timer switch for 60 minutes that is located at the corner of the cabinet at the galley. The temperature can be adjusted by the knob next to the cold plate.

If the freezer door is not opened to many times the cold plate will stay frozen. If you are running the genset a couple of hours each day this should keep everything frozen. Of course if the boat is plugged in the freezer has a thermostat that will maintain a consistent temperature.

WATER SYSTEM

The fill for the water tank (200 gallons) is forward of the entry hatch on the starboard side deck.

The water tank inspection plate is located under the forward stairs locker storage. The fresh water 12v pump is located under the dinette floor boards next to starboard cabinet. Do not let the tank run dry as it could damage the pressure pump by making it run dry and overheating. The switch for the water pump is on the 12 volt panel. If the switch or pump should fail there is a backup manual foot pump located under the galley sink. There are 2 red valves mounted on the right side of cabinet. After the pressure has dropped out of the system open both valves parallel to the lines and this will provide water to the galley sink. Before pressurizing the water system turn off the 2 red handles on the manual pump. This will keep the water pressure from damaging the manual foot pump.

SHOWER/HOT WATER

The boat is equipped with a 6 gallon hot water tank which is heated by a heat exchanger through the hot engine coolant, Wabasto 2010 furnace and also by 110v. The breaker for the Hot water tank is on the 110v panel. The shower drain needs a few pumps with the plumbers buddy (plunger) on occasion to get the water to flow to the shower sump. Most of the time it drains well to the shower sump that is located just forward of the main engine. Be sure to have the shower sump switch on the 12v panel. The pump has an automatic switch, therefore it will pump when ever there is water in the sump. The exit port for the shower drain is amidships on the port side – when the shower is being used you should see water being pumped out every few minutes. Occasionally add bilge cleaner to one of the drains to keep the sump fresh and odor free.

CABIN HEAT

The main boat heat is supplied by a DBW-2010 Boiler System. The main power switch is located in the forward dinette area above the starboard counter/cabinets. To turn on the boiler system on, (green light on) flip the main toggle switch up to “system heat”. This will immediately start the furnace. If conditions are very cool it will take several minutes for the furnace system to get hot before the heat exchanger fans will come on therefore circulating warm air throughout the boat. The heat exchangers with fans are located in the aft cabin, main cabin, forward dinette area/kitchenette, and forward v-berth. In each location you will find pre-set thermostats that will make each compartment very comfortable while at anchor or under way. If the engine is running and hot, the boiler system can be shut off by flipping the main power switch to “engine heat”. This keeps

the system running but the heat is being supplied by the engine heat instead of the furnace.

To completely turn off the heating system flip the toggle switch to “off”. After the furnace goes thru its’ shutdown procedure the furnace will shut down along with the heat exchangers.

Additionally there are 2 red-dot cabin heaters located under each stair which provides heat while running the main engine. The 2 speed fan switches are located above each heater. The forward one has a 2 position pull switch and the one the rear cabin has a small two position toggle switch.

When at anchor 2 – 110v, 1500watt heaters are provided (located in the pilot house starboard cabinet) which require either shore power or the genset. If you are on shore power (30amps = 1600watts) and wish to use all 3 heaters or appliances, turn the heaters to the 500 watt setting.

PLEASURE APPLIANCES

TV, DVD, Coffee maker, toaster oven, blender and microwave are 110v. The stereo, CD player is 12v and has speakers in the main pilot house and the rear cabin. There is a small TV located in the aft cabin starboard locker that may or may not pickup local stations. The Espresso machine stays in position on the cabinet. There is a Starbucks instructional video for making perfect espresso drinks.

HEADS

The rear cabin head is a vacuum type flushing head. Read the directions located over the heads. It is important that the lid is not forced up when there is a vacuum in the head. The vacuum creates a tight seal while it is drawing in raw sea water in to the head which aids in the flushing. The rear head is connected to a 40 gallon holding tank. This tank has a Y valve located in the head locker across from the sink. For normal and legal operation leave the valve set to the holding tank. There is also a 12v macerator type pump for pumping the tank overboard. The switch (chrome push button) located just inside the door to you right in the hanging locker closet that is behind the head door. There is also a switch on the 12v panel that needs to be on for pumping. To pump the head manually or tank overboard turn the “head out” thru hull open which is located under the aft cabin floor board.

The shore pump out fitting is on the port side just outside of the stairs. After pumping the tank it is a good idea to add a 8oz shot of tank deodorant chemical to control odors.

The forward cabin head is the same configuration as the aft head. This head has a separate holding tank with a tank monitor setup. The pump out for this head is on the starboard side on the outside of the hull. This head is exactly like the aft head – both operate in the same manner. The overboard pump out switch is located on the 12v panel – lower right. This holding tank has a $\frac{3}{4}$ full tank monitor. When the red light comes on, the tank is $\frac{3}{4}$ full and will need to be pumped in the near future.

MAKING LOWER DINETTE BED

The lower dinette area makes into a comfortable bed. To lower the table, loosen the set-bolt and the middle of the table support. Notice that there is 2 white nylon push buttons on the tube – push these in and the table with the tube will slide into the floor board. The table will rest on the lower dinette channel around the table. The cushions are stored in the forward cabin fit on the table to complete the bed.

DINGHY

There is a new 10' Walker bay inflatable dinghy that is mounted on the rear davits at the stern of the boat. To bring up the dinghy use the block and tackles that are on the davits. This is a much easier operation if two people help. The starboard side davit block and tackle can be used to hoist up and down the outboard motor by snapping it on the strapping that is on the outboard motor. Be careful when mounting the motor on the rail. When you have hoisted the motor almost to the top you have to grab hold of it and muscle it on to the rail mount. After the dinghy is deployed you may choose to tow it with the line attached to the center toe ring at the rear of the boat. The outboard motor gas tank stays in the dinghy. The engine is a two cycle motor so it requires the gas to be mixed. You mix the gas/oil at a 50:1 ratio. Most fuel docks have measuring containers that help if the oil needs to be measured when fueling the dinghy. There is spare two-cycle oil mix stored under the aft benches.

BOAT HANDLING

The boat has a shorter turning radius to the port due to the left hand prop rotation. It backs in reverse to the starboard. (the side that the entry door is on). Use these characteristics to your advantage and plan your entry and exit ahead of time – keep in mind what direction the wind is blowing from. It is very easy to pivot this boat just remember everything turns better to the port. If you need to pivot turn the wheel all the way to the port and ease forward. Once you start moving forward gently move the gear to reverse until the stern starts moving to starboard (left hand prop) then move the gear shift back to forward. Keep repeating this process and you will see that the boat will pivot in its own length. This is very handy if you go into a marina and have no place to go and need to get turned around in a small area. Keep in mind that the boat is more stable with sails up even while motoring. If you are motoring in heavy weather if you put a small amount of main sail you will find that the ride is smoother.

SAILS/FURLING

The main sail is setup with a 2-point slab reefing system. To hoist the main use the stainless winch on starboard side of the main mast. The reefing lines run thru the boom and are clutched with line cam cleats that are mounted under the boom.

The genoe is equipped with a roller a furling. Be sure all lines are running free as you furl or unfurl. The genoe main sheets run through the blocks and up to the big winches on the the pilot house. Each one of these lines have stop blocks to secure the lines when they are out of the winches. The genoe furler line is also set through a stop block which makes it easy reef in the genoe and secure it by dogging down the stop.

CLEANING EQUIPMENT AND SUPPLIES

There is a dustbuster located in the aft cabin. The interior cleaning supplies are located in starboard cabinet in the galley. The exterior cleaning supplies are located under the benches at the outside stern of the boat. The hose and nozzle is also under the bench. There is fantastic or FSR to remove diesel soot on the back of the stern.

TOOLS AND SPARES

Tools are located under the aft stairs. If there is a mechanical problem contact SHYC. Spare impellers and seals and miscellaneous parts are located under the aft cabin bed in the storage bins that are labeled. Engine oil, transmission oil, and coolant are located in the engine compartment.

MOORING LINES AND FENDERS

There are six new fenders and three old fenders, 2 new 30' mooring lines and 2 – 20' spring lines. Don't be afraid to use all them if needed. It is preferable to tie starboard side because this is where the entry hatch is located and the stainless rub rail protectors at the bumper locations are on the starboard side. Various sizes and lengths of extra lines are in the aft bench storage area.

The hanging ladder will hang off of either side of the beam at amidships. This makes it easier to get in and out of the dinghy when at anchor.

BBQ

The BBQ propane gas tank is a small 1-gallon portable tank stored in the aft starboard bench. The small bottle is handy but if that one runs out the spare five gallon tank will work fine. Keep the cover on the BBQ, and be sure to turn off the gas when finished cooking. The small quart size propane bottles will also work fine as a backup.

WINTER INSTRUCTIONS

When securing during the winter leave the 2 heaters on the 500watt setting and leave the doors to heads open. Double check the mooring lines are secure and the power is securely attached to the dock plug. Check to make sure all covers and canvas are on and all the hatches are closed and secured. Turn off all the 12v switches and leave the auto bilge on. Turn off hot water tank circuit breaker.

TIPS AND WORDS TO THE WISE

Advise your guests that heads are for human waste with small amounts of marine toilet paper. Marine toilet is thinner and single ply therefore it breaks down and flushes down the heads. If sanitary napkins or paper towel type paper are flushed they will plug the heads. This is very costly not to mention a gigantic smelly mess that nobody wants to deal with.

When docking or maneuvering in close quarters, keep your eyes on the bow pulpit as it can be easily damaged. Don't be afraid to grab the boat poles located on top of the pilot house. If you get into trouble people on the pier or on other boats that are in your immediate area are generally more than happy to help. The hand-held radio is a handy tool when in close quarter maneuvering situations for communication.

The teak decks have a black rubber sealant between the strips. If you sit on the decks put down a cushion or mat as the black may get on your clothes.

The connections for the lights on the mast (steaming, left, anchor, center, deck and right) are located just aft of the mast. Occasionally they get water in them or bumped by the boom vang which will cause the lights not to work. You may need to unscrew the fitting and apply a small amount of WD40 (Water Dispersion formula #40) and re-plug the light.

Please be careful with the new dinghy. We would like to keep this in good working order for everyone's use. The air pump for the dinghy is stored in the aft benches.

Please read the Operating Manuals located in the library in the lower dinette.

There is a recent copy of "Chapman Pilot and Seamanship". This is great reference book for just about any item or topic that could come up while on the water. Please feel free to read it – there is a lot of great information contained in it. There are also handy cruising guides and field books located in the main pilot house. The charts are under the chart table. There is Puget Sound Chart Pack, and a roll up Canadian Gulf Island chart. The Avmap GPS also contains current Puget Sound and Canadian Gulf Islands information.

WASTE MANAGEMENT PLAN

The person in charge of the vessel is acting as Captain of the vessel and is responsible for the management and discharge of vessel garbage.

All the garbage generated on Saganatt is to be placed in garbage bags and disposed of in the trash containers or recycling receptacles at the harbor at the end of each trip. Or given to the tender vessel to take to shore for proper disposal.

The Captain is to orientate all crew members to requirements of the MARPOL Annex V regulations. The Captain is to specifically show all current and new crew members the "MARPOL V" placard. He is to inform crew and passengers to keep all refuse stowed on board until properly disposed of. Passenger and crew orientation to the vessel includes being shown the locations of the trash receptacles and the regulations regarding the discharge regulations.

CONTROLLED SUBSTANCES NOTICE

CREWMAN, PASSENGERS AND GUESTS ARE ADVISED THAT POSSESSION OF ILLEGAL NARCOTICS OR OTHER ILLEGAL PARAPHERNALIA ON THIS VESSEL SUBJECTS THE VESSEL AND CREW TO SEIZURE. THE POSSESSION OF CONTROLLED SUBSTANCES AND/OR OTHER ILLEGAL PARAPHERNALIA, IN ANY QUANTITY WHATSOEVER, BY CREWMEMBERS, PASSANGERS OR THEIR GUESTS, WILL RESULT IN IMMEDIATE ARREST AND PROSECUTION.

GALLEY INVENTORY

Starboard cabinet from stars forward:

Lower: Clothes washer (In.op. – under repair), owners cabinet, miscellaneous dry food storage bins, mini food chopper, large pans.

Upper: Microwave, drip coffee maker, dry food storage bins.

Port Side Cabinets:

Wine cellar, miscellaneous glasses, game cabinet – numerous games and cards, library (operating manuals), miscellaneous dry storage below dinette.

Main Galley Area:

Left of stove:

Upper: Plates, glasses, bowls and miscellaneous drinking glasses

Lower:

1st Drawer: Silverware

2nd Drawer: Cutlery, steak knives, knife sharpener, wine opener, garlic press, small hand crank grader, spatulas.

3rd Drawer: Whisker, large cooking spoons, skewers, large flat hand grader, measuring cups, mixing spoons.

4th Drawer: Strainer, rolling pin, steamer basket, large fish filet knife, hand crank cheese grater.

5th Drawer: Miscellaneous storage

Behind Stove: Dry food storage area.

Above Sink: Bar and wine glasses. Cutting boards on top of cabinet.

Below Sink: Large assortment of cooking pans, and tea pot.

Below Stove: Garbage bags, splatter screens, bread pan, cookie sheet, cutting board.

END.