

Notes from the Owners of Island Wanderer

Welcome to



Island Wanderer is a 2013 Ranger Tug R31-CB. Ranger Tugs are manufactured in the Pacific Northwest and are specifically designed for cruising our waters.

We chartered from San Juan Sailing and/or Yachting for many years before deciding to buy a boat for the fleet. We have always had wonderful experiences on both the sail boats and the power boats. We wanted a boat which would be great in all the various weather conditions encountered here in the Pacific Northwest. Island Wanderer provides this with a flybridge and a large cockpit for sunny weather. I think there is nothing like having the breeze in your face while exploring the islands! There is also a cozy cabin and full cockpit enclosure when the weather turns.

It is our joy to share Island Wanderer with you. We want your time on her to be the very best. If you have a suggestion for an improvement, please let us know. We would love to hear from you.

We hope the sea feeds your soul and your memories are happy ones.

Phil & Liz Sohn (Please feel free to write, call, or text. Who doesn't like to talk about boats?)

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Island Wanderer Specifications and Vessel Info:

U.S. Customs Re-Entry Decal – Located next to the aft entry door, starboard side.

Vessel Official Number (same number as shown on the Coast Guard Certificate of Documentation found in Section 4 of the Charter Guest Reference Manual (white binder)) – Located on the placard in the engine compartment.

Year: 2013
LOA: 35'2" (37' with dinghy up)
Beam: 10"
Draft: 2'-4"
Displacement: 11,500 lbs. (dry)

Fuel: 1 tank 180 gallons
Water: 1 tank 80 Gallons. Hot water: 11 Gallons
Holding tank (black water): 40 Gallons

Refrigerator Main Compartment: 17" w x 16" d 26" h
Freezer Compartment: 10" w x 12" d x 6" h
Ice Maker
Wine cooler (works great for water bottle too.)

Master Stateroom Berth: 6'-6" long, 5'-10" wide at shoulders, 3'-0" at feet

Dinette Table Conversion: 6'-0" long, 4'-1" wide at shoulder, 3'-5" at feet

Port Stateroom Berth: 6'-4" long, 4'-4" at shoulders, 3'-0" wide at feet

Island Wanderer's Nuances

There are a few things about Island Wanderer that are not 'typical'. These are the things that may require special attention or where it may be best to deviate from customary operating procedures. We have listed some here because we believe they will help you plan your charter.

Docking

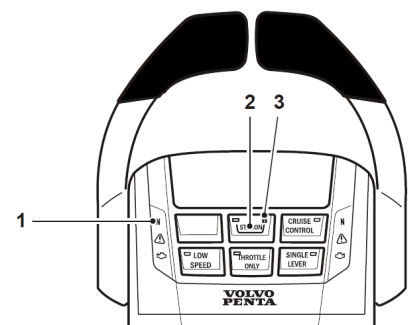
The best visibility for docking is from the flybridge. **Do not back too far! It is easy to pop the dinghy!**

Switching active throttles

It can be difficult to find neutral. Look for the "N" light.

When switching helms during engine operation:

1. Throttle to neutral. Verify that N lights up. (#1 in the figure)
2. Unlock the helm station by pressing the "Station" button (#2). Verify that the padlock light is extinguished. (#3)
3. Press the "Station" button (#2) at the new helm.

**Other engine nuances**

Press the "Low Speed" button while in neutral for trolling.

Turn the engine off with the key at the main helm or the "Stop" button on the mini display at the others.

You don't need to idle before departing but do warm up at low speed to normal operating temperature before applying full power. Before shutting the engine down, run in neutral at low idle for a few minutes. Do not idle the engine for extended periods. It can damage the engine.

VHF Radio

The microphone must be connected on the flybridge before turning on the radio or the flybridge radio will not work. For emergency, press the DISTRESS button before making a voice call. This will digitally transmit the vessel name and position to the Coast Guard.

Galley Storage

There is addition storage under the floor outside the mid berth. Make sure items are secure as there are no walls.

Chart Plotter

The Garmin Chart Plotter can do automatic routing ("Guide To."). Always double check the route after it is created. It may route you north of Sinclair. Use the Sinclair waypoint as a midpoint.

Diesel Heater

The exhaust can melt fenders and lines. See the Heater section for details. The starboard midship cleat is very close to the vent. Make sure fenders hang off the stern of the cleat.

Manuals

Manuals for all the systems are bound in three binders beneath the forward berth. The black has charging systems, the large white has Garmin and misc, and yellow for engines.

Tips

If you found the boat in great and clean condition, please consider tipping the cleaning crew when you return.

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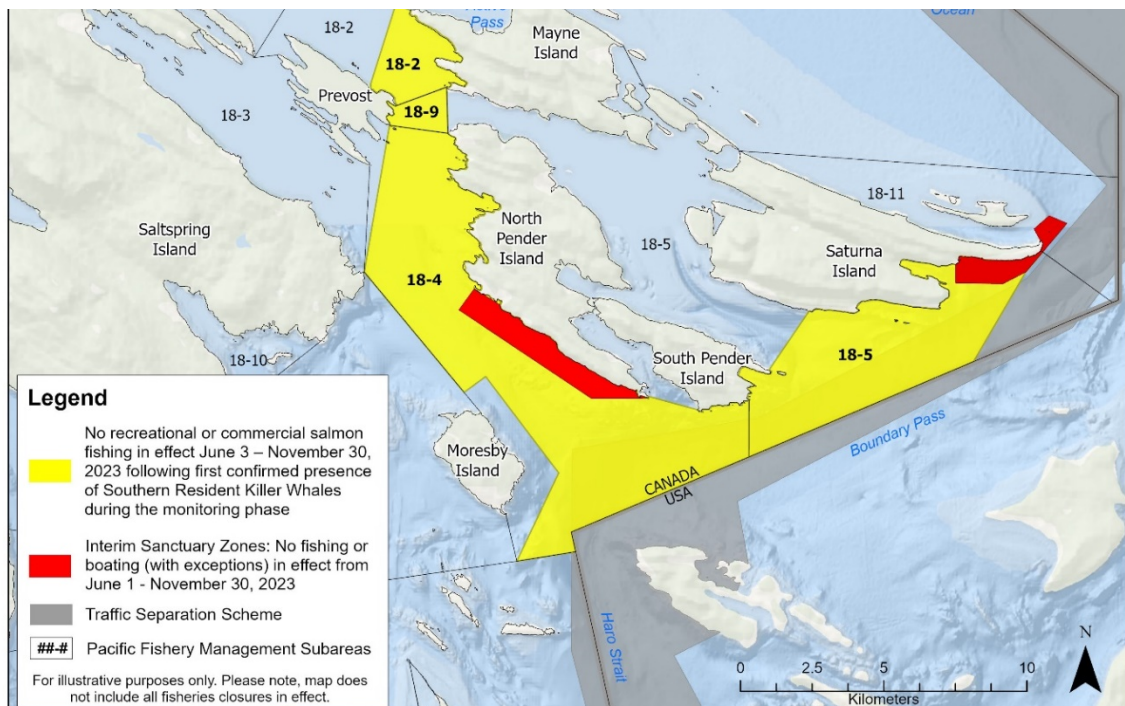
1. Emergency/Safety Equipment

Emergency/Safety Equipment Locations: You are not likely to need these but must know their location.

- Air horn, handheld – Shelf above the helm station
- Carbon monoxide detector – mid berth.
- Fire extinguishers – above the stove and in the forward cabin.
- First aid kit – Forward head under the sink
- Flares – Beneath cockpit sink
- Flashlights – Hanging above the stove and on the V berth shelf
- PFDs – Underneath the V berth or hanging in the mid berth. 4 inflatable and 3 foam.
- Tapered wood plugs for through-hulls (seacocks) – Tied to each seacock – see Through-hull Diagram
- Tapered foam plug (StaPlug) - Cockpit locker in mesh bag with air horn and flares
- Toolkit and spares – Cockpit locker port side (hardsided West Marine case and soft bag)

2. Being Whale Wise

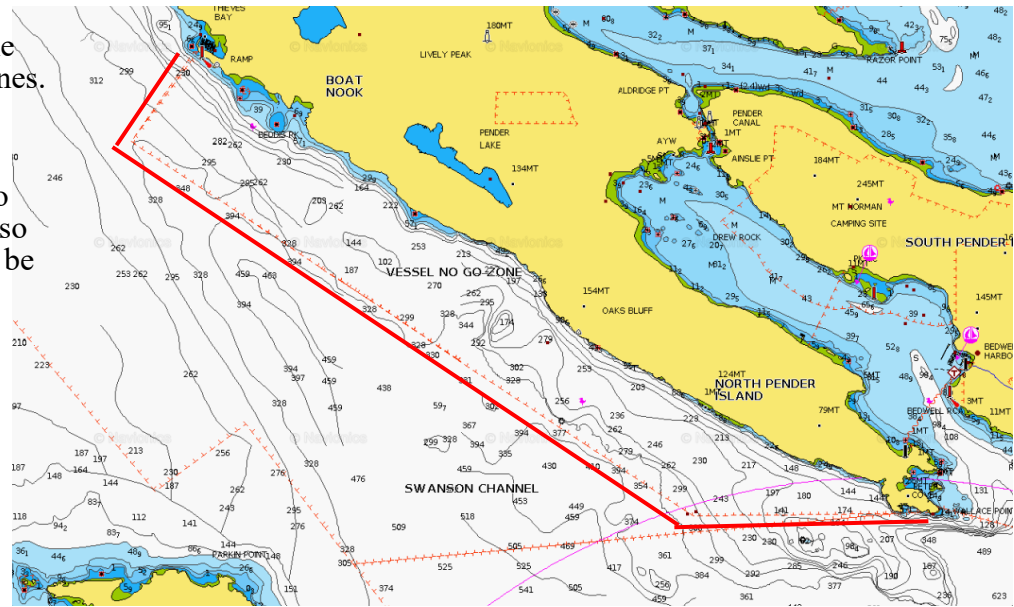
Our local Killer Whales are a wonderful part of the local family. But they are having a difficult time surviving due to declining salmon runs. These whales use echo location to find and catch their food. Therefore, noise pollution from boats and ships make it harder for them to thrive. In an effort to decrease human impact both the Canadian and US governments have implemented rules. We provided you a summary of these rules in the packet you receive when you arrived and there is more information in section 10 of the white reference book onboard Island Wanderer. In general, stay at least 400 yds. away from the whales. Sometimes they come to you, if this happens shutdown the engine and turn off the instruments (assuming this is safe to do). They can hear the pings of the depth sounder – this is why we have you turn off the instruments.



In Canada they have gone a step further by creating some zones where boats are not allowed. This further improves the environment for the whales. The red areas in the diagram on the previous page show these zones.

Unfortunately, there are no updated charts available for the plotter which display these zones. So you will need to take extra care around these zones

Note one of the zones is just to the west of Bedwell Harbour, so on your way in or out of there be sure to avoid this area.



3. Anchors and Windlass

QUICK NOTES

- Primary Anchor: oversized #35 Lewmar claw, 150' HT 5/16" chain then 200' nylon rode.
- Anchor chain is marked with yellow line every 25 feet. The rode is marked at 30 foot intervals starting at 160. Then 190, 220, 250, 280. (You need to add 100 to the number on the tag.) They change colors at 100 foot divisions.
- Windlass raise/lower foot pedals are located on the starboard side of the windlass. The emergency lever is in the tool bag. It can be used to tighten the clutch or to raise the anchor.
- The chain will pile up underneath the windless causing the windlass clutch to slip. You need to move the chain out of the way, slightly lower the anchor, and then begin raising it again.
- Please do not use the windlass controller at the helm: you cannot see if the rode jams or count the length.
- Windlass breaker is in the forward stateroom locker behind the chartplotter. It should be left ON. If the breaker trips, reset the breaker by pushing the yellow button in the center until it is hidden.
- There is a snubber and a bridle. The snubber should be hooked on the chain with the chain slightly slack when the anchor is stowed. We suggest using the bridle at anchor and mooring bouy.
- If the chain is muddy, there is a raw water washdown in the stern on the port side. Run a hose forward.
- Turn on the Anchor light by switching the NAV LIGHTS switch at either helm to the lower position.
- Secondary Anchor: 13# Danforth, 30' chain, 100' nylon rope. Stored under the rear cockpit seat.

The scope normally used in the islands is 4 to 1, definitely not 7 to 1 (unless conditions call for it, i.e. sustained winds over 25 knots). Most of the anchorages are well protected and popular, so you will likely have someone anchored nearby. Most coves are 20'-40' deep; so expect to pay out about 100'-180' of rode. After you have paid out the suitable amount of rode, 1-2 minutes of idle reverse sets the anchor. Also, the tides can change water depth up to 12' in the San Juan Islands so be aware of where you are in the cycle when choosing an anchorage and deciding how much rode to put out.

4. Barbecue

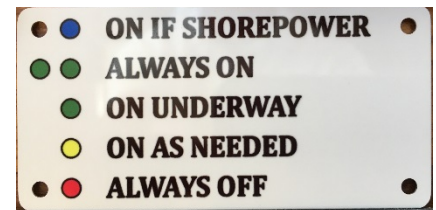
- Lower the dinghy slightly before using the BBQ.
- The solenoid & Y valve need to be open to use the BBQ.

The propane infrared barbecue is mounted on the stern rail. When using the BBQ, be careful of the dinghy. The BBQ is connected to the main propane tanks with a yellow valve in the propane locker. If necessary, you can connect a propane bottle to the regulator, listen for leaks, insert into the BBQ in position (A), then rotate to position (C) for use. The connection will seem loose, but it is designed that way.

5. Electrical

QUICK NOTES

- Be carefully running the inverter for more than a few minutes when the engine isn't running. It can easily rapidly discharge the batteries.
- The AC and DC panel breakers use the color dot convention shown on right:
- Main AC breakers are in salon near the sliding door.
- Main DC breakers are in the salon on the back on the settee.
- The solar panel operates automatically to charge the house and engine batteries. A green light on the Morningstar remote meter indicates proper operation.



DC Panel at Main Helm

ACCY 2 is connected to the window defroster.

ACCY1 is the low voltage disconnect.

NAV LIGHTS has three positions:

- Up: Running Lights
- Middle: Off
- Down: Anchor light



WIPER switches are two speeds. (The two speeds are just about the same.) Middle is off.

OVERRIDE is for the Low Voltage Alarm. OVERRIDE will delay the disconnect for 10 minutes. OFF will disconnect the circuits and turn off the alarm.

6. Batteries & Charger/Inverter

QUICK NOTES

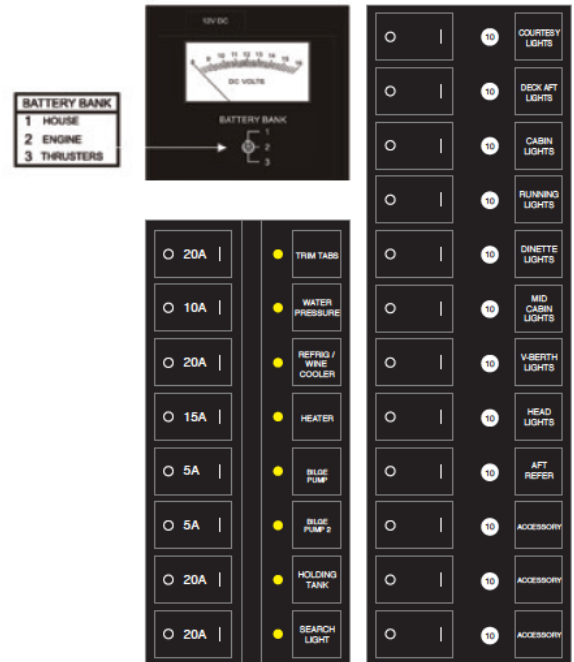
- The batteries are new and with a 50% increased capacity in August 2022. There is easily enough energy for one night at anchor. If you are going to spend two nights at anchor everything should be turned off at night except for the lights (i.e. turn off the fridges, heater, etc before you go to bed both nights.) You will need to spend the third day charging batteries.

- The low voltage alarm will go off 5 minutes after the voltage drops below 12.1V five minutes later it will disconnect the house batteries. Pressing override will give you 10 more minutes. Press OFF to disconnect the batteries until you can charge.
- Use the Magnum Energy control to monitor the house batteries. See the BATTERY CHARGER/INVERTER section below. Watch the SOC (State of Charge.) Please don't go past 50%.
- If you drain the batteries, you may need to briefly combine the batteries to begin charging. If you need to do this, you have severely drained the batteries way past 50%. See the section below on the Battery disconnect switches.
- When charging, battery voltage will read above 13V.
- Ensure batteries are charging when connected to shore power – see details below in Battery Charging section.
- When underway the engine is automatically charging all batteries.
- At anchor, there is no generator on board, but the house battery bank is ample enough to handle normal DC loads including lights, fridge, diesel cabin heater and entertainment systems.
- Caution is needed when inverting and using 120V power. High wattage items like the microwave, hair dryers and electric heaters will quickly drain the batteries. Watch F5 DC Amps (see below) to monitor. If you are drawing more than 15A, the batteries won't last very long.

BATTERIES & DC PANEL

Island Wanderer has the following battery groups on board. The meter for the three batteries is on the main DC electrical panel.

- 1 - House
- 2 - Engine start
- 3 - Bow and Stern thruster



Battery disconnect switches and ACR switches

The battery disconnect switches, a parallel switch, and ACR (automatic charging relay) switches are located in a locker beneath the cockpit sink. They normally do not need to be changed and should only be changed when the engine is OFF.

BATTERY CHARGER/INVERTER

Island Wanderer has been updated in 2019 with a state-of-the-art Magnum Energy pure sine wave charger/inverter. The control panel is shown in the photo below. There also is a Battery Monitor Kit (BMK.) To access it press the FAV button, then rotate the knob.

- F2 – Battery SOC – This shows the battery capacity as a percentage.
- F2 – Battery SOC – This shows the battery capacity as a percentage. SO important it is the first two entries!
- F3 – AC Input – This controls how much AC current the charger will draw when on shore power. Generally leave it at 30A.



- F4 – DC Volts – The DC voltage of the house batteries.
- F5 – DC Amps – The instantaneous current draw (negative) or charge (positive) of the house batteries.

Carefully watch the SOC. 100% is fully charged. 50% is discharged to the point where continued use damages the battery. Please turn off loads and start the engine immediately. At 50% you might not notice much change as appliances will continue to run, lights won't appear dim, etc, but it is quickly degrading the batteries.

Charging – Shore Power

- Connect the 30Amp shore power cord to the receptacle on the port transom.
- Flip ON the AC MAIN breaker in the galley.
- Make sure the Magnum Energy charger is ON. (Both the PWR and CHG lights are green.) This should happen automatically when you plug in the AC. (The green light will turn off after about 15 minutes to save energy. Turning the knob will wake up the unit.)
- If the green light next to PWR does not come on check the breaker on the dock and the ELCI breaker underneath the aft cockpit seat on the port side.

Charging – Engine

- All batteries are automatically being charged when the engine is running after 2 minutes. If you discharge the house batteries VERY low (<10V) charging may not start. There is a COMBINE switch in the cockpit under the sink. Be careful not to leave it on, or you may not be able to start the engine.
- When the batteries are low the alternator will put about 80A back into the house batteries. As the batteries charge, this number will decrease.

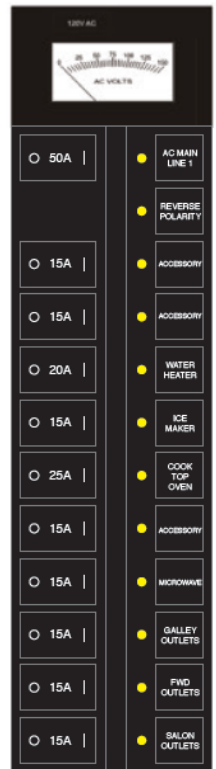
Charging – Solar Panel

The solar panel only adds a minimal amount of energy. You need to make sure shadows are not falling on the solar panel if you want peak efficiency. Even then, it will only add about 4A max.

Inverter and AC Panel

The AC Panel is behind the smoked plastic door to the aft bunk. (Drawing at right.) If 120V power is needed for devices that draw less the 2800W, the inverter can be used. The inverter powers the 120V outlets including the MICROWAVE OVEN.

- Turn the inverter ON on the Magnum Energy control panel.
- On the AC panel, flip ON the required breakers: CABIN OUTLET, etc.
- Turn the inverter OFF when not in use. It can rapidly discharge the battery especially the water heater!



7. Refrigerator/Freezer/Ice Maker

QUICK NOTES

- The refrigerator breaker on the DC panel should always remain ON during the day. You might want to turn it off at night to conserve battery power. It controls both the fridge and the wine cooler.

- The temp switch is located inside the fridge.
- The ice maker only works on shore power. It can hold two bags of premade ice.
 - Running it requires turning on the DC breaker for water pressure, the AC breaker for the ice maker, and the switch on the ice maker. It can also be used as a small freezer by keeping the ice bar in the raised position. It is very, slow to make ice (24 hours produces about 1 layer of ice in the pan.) It uses more than 14A.
 - If you use it to store premade ice, turning it on can refreeze the ice into one big clump.
- The wine cooler can be set between 40-68 F. So check that the temp is in the range you would like. It is great for storing bottled water the size of a wine bottle.
- The fridge will keep cold things cold but isn't great about cooling down warm items. You might want to freeze some items before coming or stick a bag of ice in the small freezer compartment if you have a lot of items that are warm and need to be cooled.

8. Berths

Island Wanderer sleeps six. Two in the forward stateroom, two in dinette table berth conversion and two (cozily) in the port side mid berth. The berth conversion filler cushion is not stored on the boat. Please contact us if you plan on using it.

Converting the Salon Table to Berth

- Lower the salon table by loosening the friction screws in the leg.
- Center the table fore/aft by pressing the lever underneath the aft side of the table.
- Push the table down to the stops then tighten the friction screws.
- Place the filler cushion on the table.



Lounging

The table also converts to a lounge. Pull the back rest out and use the bolster under your knees. The bolster is under the main berth.

9. Bilge Pumps

QUICK NOTES

- 2 bilge pumps. Lowest is aft.
- The pumps have two parallel circuits: 1) goes from the battery through a fuse underneath the cockpit helm to the float switch. It is always on. 2) goes through the DC panel for a manual override if the switch is not working. So you do not need to turn them on at the breaker for normal use.
- Both pumps in the engine compartment, one fore and one aft of the engine.
- There is a bilge alarm by the main helm. If it goes off, the water is quite high in the bilge. Check to ensure the pumps are running immediately.

10. Dinghy, Outboard and Davit

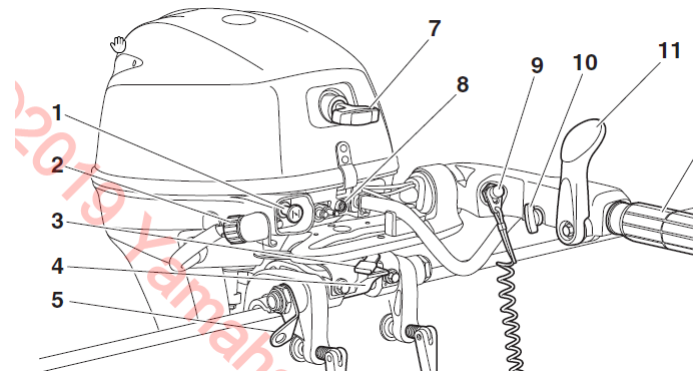
QUICK NOTES

- Don't forget to bring the oars! They should be taken off the dinghy when underway.
- Please keep the dinghy off rocks when beaching or shore combing.
- Outboard is four-stroke. No need to add oil.
- Watch the YouTube video "Sea Wise Manual Davit System With 2 Stage Lift" by searching for "Ranger Tugs Sea Wise." This gives the best instructions on how to use the system.
- Do not store the gas tank on the swim platform, sea water can get in and then the engine will not start.

Island Wanderer is equipped with a RIB, a 8hp Yamaha outboard, and a Sea Wise davit system. In the diagram, #3 locks the outboard from rotating, #4 is the tilt lock, #9 is the stop button, and #11 is the forward/reverse shift.

To lower the dinghy:

- 1) Raise the outboard if it has been lowered. It should be horizontal with the prop sticking up in the air. Do this by depressing the lever (#4 in the diagram) then grabbing at the back of the cowling and lifting.
- 2) Unfasten the pin near the crank and crank the dinghy down.
- 3) Place the gas tank and fuel hose in the dinghy. They are stored in the starboard cockpit locker.
- 4) Unfasten the two pins near the dinghy latch and unfasten the dinghy. Lower the engine.
- 5) Move the oars to the dinghy.



As owners, we would very much appreciate your special care when beaching the dinghy. Beaches in the San Juan Islands are seldom gentle, sandy beaches; most often they are rocky and covered by barnacles equipped with extra sharp rubber cutters. Here's what works best: launch a person off the dinghy bow as you approach shore; then offload everyone over the bow. Lift the dinghy above barnacle height and deposit it gently on the beach. We also secure the painter under a rock or to a log – a rising tide can leave you high, dry and dinghy less!

Coast Guard regulations require any child 14 and under must always wear a life jacket.

11. Electronics/Instruments

QUICK NOTES

- Please see the separate Garmin Quick Start Guide in the binder.
- The GPSMAP 5000 Quick Start and Owners Manual can be downloaded from the web if you want to acquaint yourself before the trip. Of course, hard copies are on the boat.
- The main GPS heading line always shows the direction the bow is pointed. The GPS on the command bridge can be switched to COG. (Menu > Chart Setup > Chart Appearance > Heading Line > GPS Heading (COG.)

Commonly Used Chart Plotter functions

- Finding the Navigational Chart:
 - From the Home screen, select Charts > Navigation Chart.

- Zooming In and Out:
 - Use the + and – buttons on the screen.
- Returning the screen to the vessel's current location:
 - Select Stop Panning.
- Clearing Pre-existing Waypoints, Routes and Tracks:
 - From the Home screen, select Information > User Data > Clear User Data > Waypoints > All
- Chart Orientation:
 - From the Home screen, Charts > Nav Chart > Menu > Chart Setup > Chart Appearance > Orientation
- Display Brightness:
 - Power button (short press), Brightness. Or from the Home screen, Configure > System > Beeper/Display > Backlight
- Course over Ground (COG) Vector/Line:
 - From the Home screen, Charts > Nav Chart > Chart Setup > Chart Appearance > Orientation > Course Up
- AIS Overlay & Targets:
 - From the Home screen, Configure > Other Vessels > AIS

Autopilot

QUICK NOTES

- There is a new GHC 50 autopilot for 2023. It does not work with routes (connections of waypoints). GUIDE TO is the preferred method.
- The autopilot can be engaged by either the multifunction display (MFD) or the GHC 50 autopilot.
 - We usually use the MFD to select GUIDE TO... This will create a route and turn on the autopilot.
 - When you are underway you may want to recalculate the route. You can do this by pressing MENU > Navigation > Recalculate.
- To engage the autopilot, press "AUTO" one time
- To disengage the autopilot, press "STBY." You can still steer when the autopilot is engaged, but it will keep trying to get back "on course."
- To change the brightness or turn on night mode, press the power button. We recommend not lowering the brightness too much, because it can be hard to see and turn the brightness up during daylight.

VHF Radios

QUICK NOTES

- Garmin VHF base unit and wired remote for the flybridge.
- Plug in the wired remote and then turn on base unit. (The remote will not turn on if it is plugged in when the base is already on.)

Commonly Used VHF Radio functions

- Turning On and Off the radios
 - Press and hold 16/9.
- Silencing a DSC Alarm –
 - When the DSC button on a radio is pressed by another boat (or the Coast Guard) it sounds an alarm on all boats in the area. To silence this alarm, press any key on the radio.
- Changing from Low to High transmit power

- Press the Hi/Lo key.
- For channel 13 or 67: Press and hold the **25W** soft key during transmission
- To quickly get to channel 16 –
 - tap the red 16/9 button (upper right). Holding it in for a second will take you to channel 9.
- Accessing the weather channels (WX)
 - Press the Channel knob.
- Adjusting Volume and Squelch
 - Volume: rotate the volume knob
 - Squelch: rotate the squelch knob.
- Changing between International & U.S. channel
 - Press **Menu > Channel > Freq Band**. Use the knob to change.
- How to set up and use Dual WATCH
 - Select **Watch > Dual**. The current channel and 16 will be displayed on the screen.
 - Programming 2nd pri channel: **Menu > Channel > 2nd Priority > turn the knob to the channel**
 - Select **Watch > Tri**. The current channel, the 2nd pri channel, and 16 will be scanned.

12. Engine and Operating Under Power

QUICK NOTES

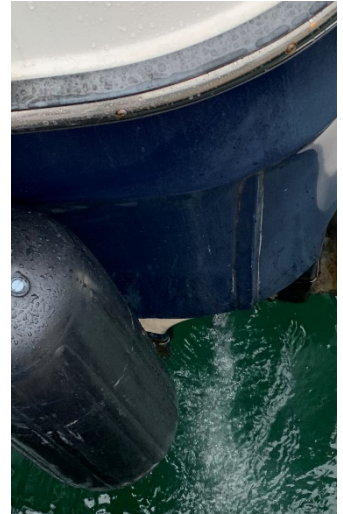
- The fuel gauge on the Volvo display has intermittent failures. See the Fuel Tank section below.
- Coolant low warning are fairly common. See below for details.
- Engine access is through large floor hatch in cockpit. It raises and lowers with a switch next to the breaker panel in the salon.
- Our Maintenance Pros will check oil and coolant levels and belt tension weekly. Charter Guest is NOT required to perform these checks unless engine trouble alarm sounds. If on multiple week charter, then please check engine vitals weekly.
- Raw water strainer is located in the engine compartment, starboard side, aft end of engine. This is the only through hull below the water line.
- Right hand prop. Very small prop walk in reverse to is to port.
- Economy cruise is 7.5 kts @ 1850 RPM we get about 3 NM/gal. (At 6 kts it is closer to 5 NM/gal.)
- Fast cruise is 15 kts @ 2800 RPM 1.5 NM/gal. (Watch the fuel consumption numbers on the chart plotter if you want to see range and instantaneous fuel consumption.)
- The trim tabs make very little difference.

Prep for Engine Start

- a. Check fuel tank level on gauges located on chart plotter and/or Volvo display. The key must be turned to "I" for the Volvo Penta display to work.
- b. Check around outside of vessel for loose lines in water. Remove shore power.
- c. Close the salon rear door to keep engine exhaust out.

Starting

- d. Start from the inside helm station.
- e. Throttle in neutral
- f. Turn ignition key to "I", wait 10 seconds, they turn the key to "II".
- g. After the engine starts, check for cooling water flowing out the tell tail stream. Go out the salon door and look at the port side of the hull. See photo.
- h. Please do not allow the engine to idle for extended periods as this will gunk up the cylinders. After starting, it is okay to depart from the dock or anchor at idle or low RPM (below 1,200 – 1,300). After 5 minutes underway at low RPM the engine is warmed up sufficiently to increase the load to cruising RPM if desired.



Shut Down

- a. Throttle in neutral.
- b. Allow the engine to idle for a few minutes.
- c. Turn the key to off at the main helm or press the "STOP" button on the mini display at the flybridge or cockpit help. The "STOP" button will only work if the throttle at that station has control.



Engine Symbols

One of these symbols may appear on the Volvo Penta panel. They are:

1. Water in the pre-fuel filter
2. Alternator has stopped charging
3. Coolant temp too high
4. Coolant level too low. This seems to be fairly common. You may need to add about a ½ cup of coolant to the engine. It is in the starboard cockpit locker. The coolant cap has a yellow sticker. Do not completely submerge the tabs at the top of the compartment. Consult the engine manual if you have questions.
5. Engine oil low.
6. If it is red, a serious malfunction has been discovered. Orange is a malfunction.
7. Oil pressure is too low.

13. Entertainment Systems

TV Screens – There are two TV screens: one in the salon and one in the forward stateroom. They have built in DVD players. The mirror side of the DVD faces forward. To lower the TV in the salon, press the lever and pull down the TV.

Fusion Stereo – The main unit is in the forward cabin. There is a volume remote behind the helm seat. Zone 1 is the forward cabin, 2 salon, and 3 cockpit. If you have an issue, there is a reset button behind the CD door.

- **Zones:** To change the volume in each zone, press on the volume knob on the stereo.
- **CDs:** Open the face of the top Fusion player (the latch is on top, pivot face down), insert CD in slot. To eject disc, open face, press eject button on lower left corner.
- **SiriusXM & Bluetooth:** Choose the AUX input on the main unit and use the switchbox behind the door to select Bluetooth (BT) or SiriusXM (SAT.) For SiriusXM choose the channel from the Garmin multi-function display. The current station and song will display at the bottom of the chart. Or use Home > Configure > SiriusXM Audio.
- There is a dock for 30-pin iPods.

14. Fuel Tanks and System

QUICK NOTES

- Island Wanderer has a 180 gallon fuel tank.
- There are three fuel gauges. One is next to the main helm. This works like the gauge in your car. There is also a gauge which can be displayed on either chartplotter. It needs to be reset when you fill the tank. (If the previous guest forgot to do this, instructions are below.) It is based on the instantons fuel usage sent from the motor. The third gauge is on the Volvo panel and isn't reliable.
- Refuel at one third full level.
- Filler deck cap is labelled Diesel on the starboard side. The tank vent is located on the outside of the hull below the fill.
- Re-fueling: The amount of fuel used is fairly accurate on the Garmin. Fill this amount then continue filling, listen carefully and stop filling when pitch rises. If you overfill the fuel will usually come out of the vent.
 - On the Garmin go to Information > Engines > Menu (top right) > Add fuel to boat and enter the number of gallons. The key need to be in "I" or on for the Engine menu to appear.

Fuel Filters

- Located in the engine room, port side of the engine. One is mounted to the engine and the other is mounted to the forward bulkhead.

15. Heads and Holding Tank

QUICK NOTES

- Only what has been eaten goes in the toilet.
- Both toilets are electric with fresh water flushing.
- Both toilets flush into one holding tank.
- The holding tank level gauge is in the forward head. Instructions are below the switch.
- The holding tank capacity is 40 gallons. Each flush is almost a gallon. Please empty BEFORE it's full.
- Emptying the holding tank – see detailed instructions below
- We only use the second head for emergencies in order to avoid odors in the port stateroom, but this has never been a problem.

Please do not put anything in the toilet that has not been eaten. Experienced sailors deposit toilet paper in a wastebasket in Ziploc baggies, not down the toilet because paper tends to clog the hoses.

San Juan Sailing staff will discuss holding tanks and pump outs on your arrival. Our one plea is this: please don't over fill the holding tank as leaking sewage is most unpleasant! Thank you.

Please note that in U.S. waters it is illegal to discharge holding tanks overboard. While in Canadian waters outside of bays and harbors overboard discharge is allowed.

Emptying the Holding Tank

There are two ways to empty the holding tank:

1. Pump out at a Shore Facility.
2. Where legal, discharge overboard using the macerator pump.

Pumpout at Shore Facility or Pumpout Barge

- Open the deck cap and pump out.
- Deck cap key hanging above stove.

Discharging the Holding Tank Overboard

- Make sure the seacock is open. It is located at the foot of the mid berth behind a Velcro panel. Open is when the handle is inline with the hose.
- Turn on the macerator pump by flipping on the HOLDING TANK breaker on the DC panel.
- You'll hear the pump motor pitch vary as it grinds and discharges the waste. You can see the discharge port side. When the tank is empty, the motor pitch will quickly rise as the pumps sucks air. Usually takes 2-3mins at most. Less of course if the tank isn't full.
- Turn off the macerator breaker.
- Close the discharge seacock.

16. Heater (Cabin)

QUICK NOTES

- There are two separate heaters: Webasto diesel fired furnace or Engine Heat.
- The engine heater is available when underway. It works the same way a car heater does. The control is on the port side of the main helm with a low and high fan setting. The HEATER switch on the DC PANEL needs to be turned on.
- The Webasto thermostat is on the starboard aft wall of the settee.
 - Check the exhaust port located starboard side on the beam. It gets quite hot and will melt fenders or lines close to the exhaust.
 - Press the power switch. It will light up. Set the desired fan speed and temp. The blue fan setting just circulates air without the heater.
 - Once it is on, allow it to run 15 minutes before turning it off. (The power light will go off, but the ON/Status light will remain lit for about 3 minutes while the unit cools down.)



17. Lighting

QUICK NOTES

- Flip ON Forward, Main and Aft Cabin Lights breakers on the DC panel.
- Lighting switches are in the head, by the steps leading to the V berth, and in the cockpit next to the door to the swim platform.

- For the head and forward berth, three switches need to be turned on for the lights to work: the breaker panel, a light switch in the room, and a switch on the light. The switch on the light has three positions: off, on, and a night light. We just leave the breakers for the head and forward berth on all the time and use the wall mounted switches.

18. Showers and Sump

QUICK NOTES

- Flip ON the Water Pressure on the DC panel. There is no switch for the shower sump.
- Please try to aim the shower head away from the door in the forward stateroom shower. If some water does escape, please mop up after showering.
- The shower sump pump can be used as a supplemental bilge pump in an emergency.

There is also a fresh water shower in the cockpit. The access hatch is located by the door to the swim platform. Useful for washing off shoes or feet after returning from the beach.

19. Galley

We prefer all stainless cookware. There are stainless scrubbing pads in the bottom shelf beneath the sink. These are not normally stocked by San Juan Yaching, so we put a season's worth on board. Please grab a new one for your trip and throw it out when done. Use them only for cleaning stainless cookware as they will scratch other surfaces.

20. Stove and Oven

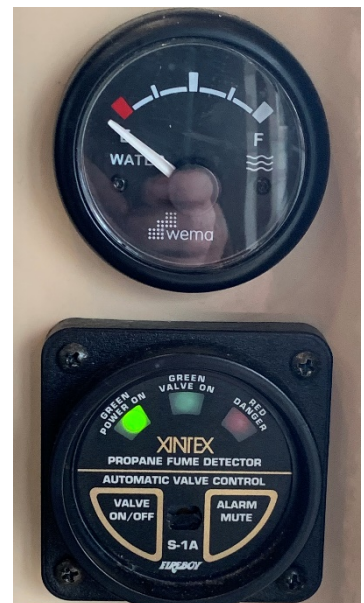
QUICK NOTES

- Propane tanks are located up on the swim platform.
- Solenoid switch is located in the galley next to the oven. There is an integrated propane fume detector.

San Juan Sailing fills the propane tanks every 2 weeks. One tank lasts about 3 weeks.

The Xintex Propane Valve & Detector controls the solenoid and has an audible alarm when propane is detected. It has three status LEDs:

- The left LED shows that power is connected.
- The middle LED indicates when the solenoid is open. It needs to be on for the stove to light.
- The right LED indicates that propane was detected in the cabin. This happens at 10-20% of LEL (Lower explosive limit). If it lasts longer than 20 seconds, the alarm will sound. The LED remains on until the fume problem has been corrected.
- The stove needs to be lit by hand



21. Thrusters

QUICK NOTES

- Bow and stern thruster controller (joysticks) are at the inside and fly bridge helms. Press and hold both ON buttons until the green light comes on.
- Thruster controller will turn off after 10-15 minutes of no use.
- Thrusters can only be used in short (3-6 second) bursts or will overheat and trip the breakers.
- Both thruster breakers are located in the locker by the cockpit helm station. Reset the breaker by pushing down on the yellow button in the center of the yellow switch handle.

22. Water

QUICK NOTES

- The garden style hose is for fresh water only. The coiled blue hose is for raw water or fresh.
- The water pump breaker is located on the DC panel. Please turn this breaker off when on deck or away from the boat. The pump will burn up if air gets into the pump due to an empty/nearly empty tank or a broken line/loose hose fitting.
- There is one water fill for the water tank (80 gal + 11 gal in the hot water heater.)
- Water fill is located forward of the cockpit on the starboard side. We always double check to make sure the cap reads "Water" before we fill.
- Key for water fill deck cap located on a hook above the stove.
- Level gauge is located at the aft end of the galley. It only displays the level with the water pressure is on.
- There is no accumulator tank in the water system so the water pump runs each time faucet is open. The speed of the pump varies depending on flow rate.

Water Heater

Hot water is produced in two ways:

- a) Connected to shore power with the WATER HEATER breaker on the AC panel flipped on. The inverter will not power the water heater.
- b) Engine running. The engine automatically heats the hot water tank while running.

Shower and Wash Down in Cockpit

There is a fresh water shower in the cockpit on the starboard side. It is great for washing off the salt water. It has hot & cold valves. There is also a raw water wash down in the cockpit on the port side. The switch is next to the hose connector. If anchoring in muddy bottoms, a hose can be run forward to wash the chain.

23. Canvas

QUICK NOTES

- **Never use spray on sunscreen in the cockpit. It damages the windows.**
- Store rolled or flat. Never folded. We usually just roll them up and leave them attached.
- Don't roll when salt crystals are on the clear plastic. Wash it off with a generous amount of fresh water to avoid scratching.

- If it a nice day and you plan on anchoring, we suggest rolling them before leaving the dock. This way you are not trying to rinse off salt crystals at anchor.
- To open access to the flybridge, unzip the three zippers then roll the canvas flap towards the centerline. Snap the strap to hold it rolled up.
- There is canvas to enclose most of the salon to block out lights when needed. They are stored underneath the forward berth in a blue duffle bag and labeled on the bottom. There are two compartments underneath the forward berth, one at the foot and one at the head. The center section is not removable. The one under the head of the berth is difficult to access but does offer room to store the rolled canvas.

We love the fully enclosed cockpit, but it does take a bit of extra care.

We hope this information helps. Have a great time!!