

INTERLUDE

Owners' Notes

Beneteau Oceanis 41.1



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WELCOME ABOARD INTERLUDE!

Dear Guests:

Our Beneteau Oceanis 41.1 is a wonderful choice for your cruising vacation. As veteran Pacific Northwest sailors, we looked carefully for the perfect San Juan and Canadian Gulf Islands cruiser. We found it in *Interlude*, and you'll treasure every day aboard her.

CABIN: *Interlude* has a comfortable salon with three cabins and two heads, both equipped with electric toilets and showers. All beds are queen-sized, and the salon settee converts to a berth. The aft head includes a convenient folding shower screen. The galley has a gas stove, microwave, sink, refrigerator/freezer, and a complete complement of cooking tools, spices, and accessories. The large drop-leaf dining table in the cabin has built-in wine storage, in true French fashion.

COCKPIT: The spacious cockpit features a large drop-leaf table. Twin helms allow for outboard steering and clear sightlines forward. The electric swim deck provides access to the dinghy or a kayak and is a great spot to hang your feet in the water. Engine controls are at the helm on the port side. The B&G multi-function display chartplotter pivots, so it's easily visible from either helm. An all-season dodger and bimini keep you comfortable and dry; full cockpit enclosures are available on request (ask San Juan Sailing to put them on the boat).

ELECTRONICS & ENTERTAINMENT: *Interlude* features a state-of-the-art navigation and instrument system, making your travels easy and safe. For 2024 we've upgraded all our navigation equipment. We've added a brand-new Zeus 3S full-color touchscreen chartplotter and multi-function display (MFD) with B&G's patented SailSteer system, a new B&G's Triton² multi-function display and new autopilot controller, plus full color radar and AIS. The Zeus 3S MFD supports multiple panels on one screen to customize the information presented. It includes tide and current displays, photo overlays, sun and moon charts, and many more useful features. We've installed a 40-inch Samsung 1080p HD SmartTV[®] with DVD/Blu-ray player in the salon for a rainy day. A FUSION audio system with Bluetooth and USB connections lets you enjoy your favorite music throughout the boat, and it can be controlled from the Zeus 3. Books, movies, and games are available in the salon, and there are warm throws for late-night stargazing in the cockpit.

ENGINE: With just under 18,000 lbs. of displacement, the 45hp Yanmar engine and SD-60 saildrive have plenty of power. *Interlude* has a 53-gallon fuel tank, providing a cruising range of 375+ nautical miles.

HANDLING: *Interlude's* hull has hard chines in the stern sections that increase interior volume and reduce heel. *Interlude* has a deep single spade rudder and a 7ft 2in deep keel. Bow thrusters make it easy to dock in small marinas.

SAILING: *Interlude* is a true pleasure to sail, and it's easy to get her "in the groove" for well-balanced sailing. A furling main (new mainsail installed in 2023) and genoa make deploying and reefing the sails easy, with all lines accessible in the cockpit. The chined hull gives greater stability and speed – she flies in 10-12 knot winds and is easy to control as the wind increases.

In musical terms, an interlude is a "pause" or "respite" between movements. It's our hope that your travels aboard *Interlude* are a time of rest and enjoyment for you and your guests. We love sailing in this part of the world, and we've chosen the best boat to make your charter memorable.

Wishing you smooth seas and fair winds,

Bob and Wendy Hatheway

Lin and Susan Lindsey

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USING THE OWNERS' NOTES

Essential information for operating *Interlude's* systems is provided in alphabetical order of the topics covered, starting with the "Anchoring" section. Please read the Owners' Notes before your arrival to familiarize yourself with all aspects of the vessel. The San Juan Sailing (SJS) staff will take you through the boat at check-in; reading the notes in advance will make their explanations clearer and give you time to ask questions.

There is a "Quick Start Guide" available on *Interlude's* San Juan Sailing's Web page and a copy is onboard. While not a substitute for the Owners' Notes, it provides a quick reminder of where to find information or how to do something while you're onboard. We've also placed a copy of a sail-trim guide written by Neil Pryde Sails specifically for the Oceanis 41.1. It's very helpful for understanding how to set, trim and reef the sails under a variety of wind conditions.

We've provided helpful hints and safety notes in several sections. Look for the labels "**OPERATING TIP**" and "**SAFETY REMINDER**" to help you get the most out of the boat's systems and be ready for safety issues that might arise.

OPERATING TIP: If the US Coast Guard (USCG) asks to inspect the boat, the USCG official registration number is affixed to the starboard bilge area between the main salon settee and the folding table. Lift the floorboard to access it. The instructions for overboard discharge and oil/fuel spills are taped to the underside of the starboard cockpit lazette cover. All other relevant documentation the USCG might want to know is in the charter guide 3-ring notebook onboard.

OPERATING TIP: San Juan Sailing has provided an excellent set of resources on their Web site that cover many topics that will make your trip easier and more enjoyable. Check them out at <http://www.sanjuansailing.com/about/resources.html>.

SAFETY REMINDER: Please do not smoke on *Interlude*; flames and fuel don't mix well.

Should a question/problem arise, please contact San Juan Sailing first but don't hesitate to reach out to us if you need additional help. Our contact information is:

- San Juan Sailing office: 360-671-4300 / 800-677-7245
- Maintenance pro (HoldFast Marine): Jon Robitaille: 360-393-0415
- Owners:
 - Bob & Wendy Hatheway – Cell: 425-305-7220; Home: 425-868-4228
 - Lin & Susan Lindsey – Cell: 206-979-1314; Home: 425-836-8693

We hope you'll have a wonderful time on *Interlude*. We'd love to hear about your adventures, or suggestions of things we could do to make *Interlude* more enjoyable. Please e-mail us at interlude@crosswindsailing.com and visit us on **Facebook** at [Interlude at San Juan Sailing](#).

One last request – we've left a guest book onboard with the books and games in the main salon. Please take a moment and share a comment about your adventures aboard *Interlude*; we'd love to hear from you!

SPECIFICATIONS AND VESSEL INFORMATION

Make	Beneteau
Model	Oceanis 41.1
Year	2017
LOA	40' 9"
Hull Length	39' 4"
LWL	37' 4"
Max. Hull Speed	8.2 kts (Max hull speed $\approx 1.34 \times \sqrt{\text{LWL}}$)
Beam	13' 9"
Draft	7' 2"
Displacement	17,271 lbs.
Mast height above WL	65'
Furling mainsail area	355 ft ²
Furling genoa area	452 ft ² (106% overlap)
Fuel	53 gal
Fresh water	53 gal aft (Tank 1) and 87 gal forward (Tank 2) for 140-gal total
Hot water	12 gal
Holding tanks	20 gal each in forward and aft heads
House battery capacity	420 Amp-Hours (Ah) (4 @ 105 Ah each)
Engine battery capacity	105 Amp-Hours (1 @ 105 Ah)
Battery charger capacity	60 Amps
Shore power	30 Amp / 120 volt
Headroom	6'7"
No. cabins	3 with queen-size berths + salon settee converts to a bed
Forward cabin bed dimensions	6'7" x 4'11"
Aft cabins bed dimensions	6'9" x 4'10" x 3'10" (tapered)
No. heads	2 with electric toilets (with built-in macerators), sinks and showers
Refrigerator dimensions	50 US gal
Freezer dimensions	3 US gal
FCC call sign	WDJ5062
MMSI No.	367783890 (AIS identification)
Hull number	BEYKL025J617
U.S. Coast Guard official No.	1277560 (3" characters in bilge area between starboard salon settee and table)
USCG boarding document	See Section 5 of Charter Guest Reference Manual for what to expect if boarded
U.S. Customs Decal Number	Located on aft side of port helm binnacle
WA State Registration Number	12445 (permanent) & annual stickers located on anchor roller

INTERLUDE NUANCES

There are a few things about Interlude that are not “typical” and may require special attention or where it may be best to deviate from customary operating procedures. We’ve listed the most important items here in alphabetical order to help you plan your charter.

- **AC outlets:** Besides the AC breaker switch on the electrical panel, there’s a master GFI switch located under the Nav table. This must be “ON” for the outlets to work. We’ve found it can be turned off accidentally when removing or replacing the VHF handheld remote (see the Communications section), which is mounted next to it.
- **Anchor wash-down pump:** If you hear the pump running when you activate the nozzle, but no water is discharged, the system needs to be primed with water. The wash-down pump draws raw water via a Y-valve from the through-hull inlet used to supply water to the forward head. Add water to the forward head and flush; repeat several times. That should prime the wash-down pump and supply water for cleaning the chain & anchor.
- **Door Handles:** Sometimes the door handle on the aft head comes loose and falls off. We’ve tried to get a different handle but have been unsuccessful. If this happens to you, there is a baggie in the navigation table with an Allen wrench to tighten the set screws on the bottom of the handles, plus some additional set screws. We apologize for this inconvenience, one of the many joys of being boat owners!
- **Electric swim platform:** The swim platform has a sliding lock bolt located on the starboard end of the transom. Press the button on the bolt and slide it back to unlock. The operating switch for the swim deck is on the starboard helm pedestal. Simultaneously press the **red** button and toggle the **black** rocker switch down/up to open/close the platform. Close the bolt lock to secure the platform in the up position. A remote-control fob to operate the deck when you go ashore is stored in the Nav table.
- **Fuel and water:** The access ports for the fuel tank (**pink**) and the aft water tank (**blue**, Tank 1) are in the propane locker in the stern of the boat. The fill port for the forward water tank (**blue**, Tank 2) is located on the forward port deck. The caps are keyed, not screw-in. Use the small red winch handle (stored in the cockpit table aft locker) to rotate the caps ¼ turn, then lift off. The valves for selecting water tanks are in the engine compartment. When you switch tanks, you may hear the water pump running for a minute or two as it pressurizes the water lines.
- **Heads and holding tanks:** Both heads are equipped with electric toilets with built-in macerators and 20-gallon holding tanks. The aft head was replaced in 2023 and its pump occasionally may continue to run after you flush because the water intake line drained while the boat was heeled. Just tap the flush switch to turn off the pump. Pump-out access ports are on the starboard deck above each head. The caps are **black** and screw out/in to open/close. Use the small winch handle to unscrew/screw-in the caps. Please don’t overtighten.
- **Prop:** Interlude has a fixed prop that you will hear spinning when you are sailing with the transmission in neutral. This is normal. For sailing speeds below 8 knots, you can have the transmission in reverse to stop the prop spinning, but only shift in and out of reverse at low speed (~1 kt). Never shift into forward when sailing or the transmission may be damaged. Also, prop walk is almost non-existent, a bit to starboard in reverse.
- **Throttle and saildrive:** To avoid excess wear and tear on the saildrive and transmission, when shifting from reverse to forward (and vice versa), proceed slowly and smoothly: pause for 1-2 seconds in neutral (say to yourself “one & two &”), then shift to the idle forward (reverse) detent and pause again for 1-2 seconds, then smoothly advance the throttle forward (reverse). **Remember, slow and smooth is better than fast and jerky!**
- **Voltage alarm:** We installed a new voltage regulator in 2022, which has improved battery performance. When the engine is first started you may hear/see a battery voltage alarm go off because the batteries are charging at more than 14 volts. This is not harming the batteries; just cycle through the battery voltages to clear the alarm.
- **Windlass:** If the windlass fails to operate (no power), there are instructions at the end of the owners’ notes section in the charter guide on how to lower or raise the anchor manually.

ANCHORING & MOORING

Anchoring Highlights

Main anchor: 44# Delta mounted on the bow, with 300 feet of 3/8" chain marked with colored nylon line as follows:

- **10 ft. Orange** (When retrieving the anchor and the orange mark appears, the anchor will be just below the surface; please proceed slowly at this point to avoid hitting the bow.)
- **25 ft. Blue** (average depth in many island anchorages when the anchor will reach the bottom)
- **100 ft. Yellow**
- **150 ft. Red**
- **200 ft. Blue**
- **250 ft. Yellow**

The yellow line at 100' is 10 feet long; all the other lines are 5 feet long.¹ There are color-coded keys to the chain markings taped to the inside of the anchor locker and in the Nav table.

Windlass: The engine must be running for the windlass to work. The circuit breaker for the windlass (**yellow**) is located near the battery switches in the aft port cabin. The windlass remote control is mounted in the anchor locker.

Wash-down pump: Located in the anchor locker, uses raw water. Use to hose off mud and debris on the chain as you retrieve the anchor (see photo). "ON/OFF" switch is in the anchor locker. **Please turn off the switch when done washing, the pump motor can burn out if left on.**



Anchor & windlass.

Snubber line: 15' heavy snubber line with chain hook located in the anchor locker. We added a bridle snubber in 2023, use whichever one works best for you. Please, always use the snubber to carry the load of the chain to prevent damaging the windlass.

Secondary anchor: Heavy duty aluminum Fortress anchor stowed in the port transom locker under the helm seat, with 30' 3/8" chain and 130' rope rode.

Polypropylene line: Spool with 600' of line located in port transom locker under the helm seat. Use for stern tie in narrow anchorages to keep the boat from swinging. We use the boat hook as the "axle" for the spool. Place it across the stern seats and have someone hold it in place or secure it with bungee cords (in mesh bag in cockpit table).

Deploying the Anchor

1. Check the tide tables to determine high and low water levels while you are anchored. We often anchor in 20-25 feet of water; the tidal range in the Islands can range from -2 to +10



Anchor locker with windlass controller (1), wash-down hose (2) and wash-down pump switch (3).

¹ Marked lengths are relative to the anchor; for example, the orange mark begins at 10' from the anchor. Note: we originally painted the chain but starting in 2022 we switched to color-coded nylon line woven into the chain per SJS preferences.

feet. The bottom can slope upwards sharply near the shore; make certain you will have enough water under you as the boat swings with the tidal currents.

2. Check the weather forecast for expected wind conditions overnight to anticipate how the boat will swing at night and if there's going to be a strong wind requiring a secondary anchor or stern tie. Monitor VHF Channel 4 or 2 and listen for "Northern Inland Waters." Several online weather resources are covered in a section of the Charter Manual and are also described in an article available on Interlude's SJS Web page.
3. Normal scope for the islands is 4:1. To calculate the amount of chain rode to deploy, use the following formula (all units in feet):

$$\text{Rode} = (\text{Current Water Depth} + \text{Max Tidal Rise} + \text{Freeboard}) \times 4$$

For example, if the current water depth is 25 feet, the expected tidal rise is an additional 5 feet, and the freeboard (bow to water line) is 5 feet, then the amount of rode to use is $(25' + 5' + 5') \times 4 = 140'$. The chain is marked **Red** at 150', so if you deploy the chain until the **Red** mark just disappears over the bow and into the water, you'll be nearly spot on!

4. Confirm the windlass breaker in the port aft cabin near the battery switches is "ON." The windlass remote control is in the anchor locker. "UP" and "DOWN" buttons control the windlass.
5. Pick the spot where you want to stop the boat when the anchor is set, turn into the wind or current, and motor forward 3-4 boat lengths. Stop the boat.
6. The anchor will swing between the bow and the water line. Ease the anchor over the roller by hand by providing some slack in the chain with the windlass. Hand-push the anchor forward, keeping the shank level before gradually allowing it to ease into the hanging position. Proceed slowly using short bursts of the windlass until the anchor is in the water. Lower the anchor using the windlass remote to approximately the number of feet on the depth sounder so it is on or near the bottom (the **Blue** mark on the chain starts at 25 feet).

OPERATING TIP: The helmsman can use the MARK key on the Zeus 3S chartplotter's right front panel to set a waypoint on the chart where the anchor is located on the bottom once it's deployed (do this before backing down). This can be helpful when ready to retrieve the anchor to see how the boat has moved relative to the location of the anchor.

7. Signal the helmsman to put the transmission in **Idle Reverse** and deploy the desired amount of chain rode while backing down to your desired anchorage point. Use hand signals to instruct the helmsman or use the portable radios to communicate (see "Communications").
8. Once the rode is deployed, stop the boat before setting the anchor. Please, at this point, always set the **snubber line** to avoid damage to the windlass. Tie-off the snubber on a bow cleat and attach the hook to the chain above the roller (see photos). Keep tension on the snubber and use the windlass to ease out chain so that the hook on the snubber goes over the roller. The chain should be slack when the snubber takes the full load.
9. Resume Idle Reverse for 20-30 seconds to set the anchor. Line up two objects on shore - you're holding firm if the boat is not moving relative to the targets.



Attaching the snubber line to the chain (left) and keeping tension on the line while it is being deployed (right).

10. Turn on the anchor light at the electrical panel. Now relax and enjoy a lovely evening!

Retrieving the Anchor

1. Start the engine; check the water depth and take the boat hook forward (to fend off the anchor so it doesn't hit the bow); turn "ON" the anchor wash-down pump using the switch in the anchor locker.
2. Signal the helmsman to put the transmission in **Idle Forward** to move the boat forward. Begin raising the anchor using the windlass. Never pull the boat forward with the windlass – it will burn out the windlass motor. Instruct the helmsman how to steer to keep the boat aligned with the chain and to adjust speed to avoid motoring over the anchor chain. Use the wash-down hose to wash off any mud and debris on the chain and anchor.

OPERATING TIP: When retrieving the anchor, the snubber line should fall off the chain by itself and you can retrieve it easily. If the snubber doesn't fall off, you'll need to remove it by hand first before continuing to motor in reverse.

3. The chain will pile up in the anchor locker as it is retrieved - avoid that "chain mountain" by pushing the chain forward in the locker using the wooden dowel stored in the locker. Having a second crew person assist with this task makes retrieving the anchor easier.
4. Watch closely for the **Blue** 25' mark on the chain. Once past this point the anchor should be off the bottom. Notify the helmsman and monitor the area around the boat to ensure she is not drifting with wind or currents. The helmsman should maneuver the boat as needed to avoid any hazards while the crew retrieves the anchor.
5. Continue raising the anchor. Look for the **Orange** mark on the chain that indicates the anchor is near the surface. Stop retrieval when the anchor is just below the surface. Now raise the anchor *slowly* to ensure it doesn't swing and hit the hull. Fend it off with the boat hook as needed to prevent dings to the bow.
6. Use the windlass to bring the anchor shank up to the bow roller very carefully by tapping the UP button on the windlass control. Seat the anchor by hand to avoid damaging the windlass and snug up any slack chain.
7. Signal the helmsman to proceed out of the anchorage at a safe speed.
8. Retrieve the snubber line and store it in the anchor locker. Return the windlass remote to its cradle. Turn off the anchor wash-down hose switch. Return any fenders and lines stored with the anchor chain to the locker.

Safety Suggestions for Anchoring: High Winds & Small Coves

- If strong winds are forecast (>20 knots), test the anchor hold by putting the transmission in reverse and running the engine at an RPM equal to half the projected wind speed for 20-30 seconds (1,000 RPM for winds to 20 knots; 1,500 RPM for 30 knots, etc.).
- For storm conditions, you can increase the scope to 7:1 if there is adequate room to swing. The secondary anchor is also available for additional holding power if a storm is anticipated. It's best to set it before the storm hits! Use the dingy to deploy the anchor off the bow in a V-shape pattern relative to the primary anchor.
- If anchored in a small cove where the boat may swing with the winds or tides, you can deploy a line ashore from the stern to keep the boat from swinging. You'll find a 600' floating polypropylene on a reel inside the port transom locker under the helm seat. Position the boat hook across the helm seats as an axle for the reel. Secure the hook with the bungee cords provided in the yellow mesh storage sack in the cockpit table. Run the line to shore with the



Polypropylene stern tie line ready to deploy.

dinghy, wrap it around a tree trunk or rock, then return and secure it to a stern cleat. When you are ready to retrieve the line, just uncleat it and wind the line back onto the spool.

Mooring Tips

If you are going to pick up a mooring ball, we've found that it can be easier to back down on the ball, pick up the mooring ring and thread the line through the ring while at the stern, and then walk the line forward to secure it to a bow cleat as the helmsman maneuvers the boat and backs in reverse slowly. Always run a second mooring line through the ball's ring and attach it to the other bow cleat to act as a backup in case strong winds cause the primary line to chafe.

BARBEQUE OPERATIONS

Interlude is equipped with a Magma propane BBQ grill. The propane supply for the BBQ is provided by the same propane tank used for the galley stove. To turn on the gas for the grill, open the small **red** valve at the bottom of the locker that controls the flow of gas to the grill (see photo), open the propane tank valve, then activate the solenoid switch next to the galley stove (see "Propane").

To light the grill, push-in the valve and rotate it slightly to the "HIGH" position, starting the flow of fuel. Press the piezo lighter button located next to the valve (you'll hear clicks as the lighter activates; if the lighter doesn't work, use a "Bic" butane lighter from the galley). Adjust the heat setting using the valve. When finished grilling, leave the burner on for 5 minutes or so to burn off any excess grease then shut off the fuel by turning the grill's valve clockwise to the "OFF" position and allow to cool. Close the red-handled valve in the propane locker if you won't be using the BBQ again on your trip. Clean the grill grates with the brush provided, and close and lock the lid. That's all there is to it, happy grilling!

OPERATING TIP: Cooking with the lid closed provides the best heat distribution and shortest cooking times. The grill cooks very hot; monitor your temperatures and cooking times carefully. There's a meat thermometer in the galley utensil drawer; we use it regularly when grilling.



Propane tank with master valve (top) and red BBQ valve (red arrow – valve in open position).



BBQ valve (1) and piezo lighter button (2).

BATTERIES, CHARGING, SHORE POWER, AND INVERTER

Electrical System Highlights

- **Batteries:** Located under aft port bunk; 420 amps for house services, 105 amps for engine starter. Volt meters are on the electrical panel; do not let voltages drop below 12.1V.

- **Battery switches:** Located on front of aft port bunk; leave ON (if leaving the boat for an extended period we turn "OFF" the engine battery switch and lock the companionway – this way no one can steal the boat!).
- **Charging:** When the engine is running the batteries will be charging automatically. When on shore power, to charge the batteries the battery charging switch on the electrical panel (left-hand side) must be "ON."²
- **Shore power:** 50 ft. AC power cable (store in aft port transom locker or port cockpit lazette when not in use); when connected to shore power, a red LED will illuminate on the boat plug and a red LED will be illuminated on the electrical panel. A 25 ft. extension cord is also stored in the aft port transom locker.
- **DC to AC Inverter:** 2000W located in port aft cabin hanging locker. Breaker is located next to battery switches. ON/OFF switch located on electrical panel. Avoid using appliances that draw lots of power, like hair dryers.
- **USB ports:** located throughout the boat; use to charge your mobile devices.

Batteries

Interlude's battery system has been upgraded to include five (5) high-capacity AGM deep cycle batteries, four (4) for the house electronics providing ~420 amp-hours (Ah) (with ~1/2 of that effectively available to use before they should be charged), and one for starting the engine. The battery bank and battery switches are in the aft port cabin, with the batteries located under the berth. Under normal operations all battery switches should be set to "ON."



Battery bank – aft port cabin.



Battery switches – aft port cabin.

The voltage readouts for the batteries are on the LCD display on the electrical panel in the main cabin; press the battery icon to toggle between Domestic and Engine battery levels. When charging on shore power or running the engine, the battery levels will be 12.9-13.4V. When you stop charging the levels will quickly drop to ~12.8V, then settle on 12.5V for several hours, then start to drop again. Note that **11.8 volts is ~30% of total capacity, which is not good, damage can start to occur to the batteries if they drop this low.** Therefore, please **don't let the batteries fall below 12.1 volts** (~50% capacity) without recharging. If the battery voltage drops to a steady 12.1V, run the engine for about an hour at 1100 RPM to re-charge the batteries. We monitor the voltage readouts regularly when running on battery power to ensure we don't draw the batteries down too far, and we always check them before turning in at night. With proper power management, expect to use ~50-75 Ah overnight after you go to bed. The LCD panel provides a readout of the current amperage draw. If the charge level drops to 12.2V and you can't recharge, turn off as many systems as possible, for example, the fridge (draws 4-5 amps; it will keep food cold overnight).

SAFETY REMINDER – Never turn off the batteries when the engine is running, as this will seriously damage the electrical system. If you have small children on board, the nice big red & black switches can look like something fun to play with. Please make sure no one touches them while the engine is running.

OPERATING TIP: The bow thrusters have their own batteries and battery switch, located in the forward cabin under the berth. Under normal circumstances you don't need to do anything with this system.

² We added a voltage regulator in 2022 to provide quicker charging and more stable voltage management.

Shore Power

Interlude is equipped with a 50-ft. shore power cable that attaches in the cockpit below the port helm. There is also a 25 ft. extension cord stored in the port transom locker under the helm seat. When on shore power, a red LED light will be illuminated on the cable plug at the helm and a red LED light will be illuminated in the upper left-hand corner of the electrical panel. Before connecting or disconnecting shore power please make sure the AC outlets, water heater and battery charger switches on the electrical panel are "OFF." Remember, the battery charging switch on the electrical panel must be "ON" to charge the batteries on shore power.

SAFETY REMINDER – To connect to shore power, first attach the power cable to the boat then to the shore power junction box. To disconnect shore power, reverse the process – detach the cable from the shore power junction box first then disconnect it at the boat. We store the power cable in the aft port transom locker or the port cockpit lazette.

SAFETY REMINDER – If the reverse polarity light is fully illuminated, you have a bad shore power connection at the dock, it means that the "hot" and "neutral" leads are reversed. Check with the marina operator to correct the problem.

Inverter

Interlude is equipped with a 2000W inverter that provides AC power for the electrical outlets, microwave, and entertainment system (TV-DVD/Blu-ray) when you are operating on battery power. The breaker for the inverter is in the aft port cabin next to the battery switches. The ON/OFF switch and voltmeter for the inverter are on the electrical panel in the main cabin. When running on batteries, turn on the inverter and flip the AC outlet switch on the panel to "ON." Turn off the inverter when not in use to minimize drain on the battery. We recommend not using appliances that draw lots of power (hair driers are notorious). The galley microwave is very efficient and it's OK to run it off the inverter, but we don't recommend long cooking times (>10 minutes). Producing AC current with the inverter is one of the heavier draws on the batteries, so monitor battery levels if you use it a lot.³ Running the engine when the inverter is on is an effective way to limit battery drain.

AC and USB Outlets

AC outlets are available in each cabin. Use these for charging phones, PCs, operating electrical appliances like a CPAP, etc. The AC outlet switch on the electrical panel must be "ON" before the outlets will work. NOTE: there is a **master GFI switch** for the AC outlets under the Nav table; it needs to be "ON" as well. USB ports are located throughout the boat; use these to charge your mobile electronics.

BERTHS

Interlude has three cabins with queen size beds, hanging lockers and storage areas. There's ample lighting in each berth, with a master switch near the door and individual controls for reading lights. All hatches come equipped with sliding pull-out sun covers and pull-out insect screens. In the forward cabin, you'll find a grey round vent button on the hatch cover. Push this button up to allow ventilation to help reduce condensation in the cabin when the hatch is closed. If convenient, leave cabin doors ajar at night to promote air circulation to reduce condensation. Each berth is also equipped with a ¾ inch "HydraVent" mat under the mattresses to promote air circulation and preserve heat.



Inverter controls: ON/OFF Switch (1), voltmeter (2).

³ A good rule of thumb is $(W \cdot H) / 12 = A$ where W is load in Watts, H is hours of use and A is amps. A 700-watt microwave running for 10 minutes will use ~10 amps. The TV/DVD uses about 40 Watts, so watching TV for 3 hours will also consume ~10 amps. 10 amps represents about 5% of the effective system capacity.



1. Settee storage compartments
2. Crossbeams installed
3. Folding panel insert
4. Panel insert resting on crossbeams
5. Mattress insert and cushions

Setting-up the settee berth.

The settee in the main salon converts into a full-size bed⁴ (see figure):

- Drop the salon table leaves; remove the settee cushions.
- In the settee storage compartments find the crossbeams (starboard storage area) and folding panel insert (forward storage area).
- Insert the support cross beams into the notches and place the folding panel on top.
- Place the mattress insert on top (stored in the port aft cabin).
- Replace the cushions.

BILGE PUMPS

Please visually inspect the bilge each day, which is accessed by lifting the floorboard adjacent to the port side of the main salon table. The refrigerator drains into the bilge, so most accumulated water is from melting ice and condensation. The discharge port for the bilge is in the port stern transom locker above the water line.

- **Electric Bilge Pump** –The electrical panel switch labeled “Auto Bilge Pump” must be “ON” for the float switch to work (indicated by red light on the panel). Once a day move the switch to the manual position for a few seconds and confirm you hear the pump running. There is also a backup electric bilge pump wired directly to the batteries. It will come on automatically if needed. If there are any issues with the bilge pump, contact San Juan Sailing.

⁴ The mattress insert is usually stored with SJS. If you plan to use the settee as a berth, ask SJS to put the insert on board before you depart the marina.



Operating the manual bilge pump (handle clipped under starboard cockpit transom locker hatch).

- **Emergency Hand-Operated Bilge Pump** – The hand-operated pump is located at the starboard helm station behind a small access hatch. The bilge pump handle is clipped to the underside of the starboard cockpit transom locker hatch, under the starboard helm seat (see figure).

SAFETY REMINDER – The secondary, backup electric bilge pump is located on the starboard side of the bilge and is wired directly to the house batteries. If water is entering the bilge and the primary bilge pump can't keep up, the secondary bilge pump will activate automatically.

SAFETY REMINDER – In emergencies, the shower sump pumps can be turned on if water rises into the heads to speed up removing water from the main cabin.

BOW THRUSTER

ON/OFF: Switch is located at port helm. Press both left (**red**) and right (**green**) buttons at same time to activate. Repeat to deactivate (it will turn off automatically after 15 minutes of inactivity). Engine must be running to use thrusters.

Operations: Tap the **red** left button to direct bow to the **left**. Tap the **green** right button to direct bow to the **right**. It is best to use the thrusters in short bursts.

The batteries for the bow thruster are located under the forward cabin berth. The batteries are charged whenever the engine is running or on shore power. It's best to operate the thrusters in short bursts to conserve power, prevent overheating the thruster motor, and to have the best control of the boat.



Bow thruster controls (red arrow).

OPERATING TIP: When approaching a dock under windy conditions, use the bow thrusters to control the position of the bow to the dock so the crew can get the spring and stern lines cleated first.

SAFETY REMINDER – The bow thruster is powerful, capable of pushing the bow against a 30-knot side wind. It will rotate the boat on its keel and can swing the stern sharply. Please position crew with a roving fender(s) between the boat deck and the dock at marinas to avoid hitting the dock or nearby boats.

CRAB TRAP

We've included a collapsible crab trap for your use. The trap and accessories (harness, weighted line, buoy, bait box, measuring tool) are stored in the starboard cockpit lazarette. The trap folds flat for storage. To set it up, raise the side panels so the access doors swing inward for the crab to enter, and position the removable top over them. Snap the side panels to the top using the U-shaped retaining clips. Attach the harness and the buoy line. The bait box attaches on the inside of the top panel of the trap. Reverse this process to disassemble and store the pot. Lash together with bungee cord provided. A large crab pot for cooking your catch is in the main salon settee next to the wine cabinet.

CUSHIONS

Salon Cushions

When removing the salon cushions from seat backs or the bench seats, slide your fingers between the Velcro tabs and the attachment points to separate the two parts before pulling the cushion out. Pulling the cushions away from the bulkheads or seats without separating the Velcro first can damage the covers.

Cockpit Cushions

The cockpit cushions are closed cell foam, which is subject to compression denting. Please store them flat (not rolled or folded), and not against anything that could leave a permanent impression. Clean the cushions with a damp sponge or cloth; please don't use cleaners or solvents. Take care using sunblock lotion and insect repellent when using the cushions as these contain solvents that can damage the cushions. Holes and tears must be repaired without delay, so please report any cushion damage to SJS staff. We recommend stowing the cockpit cushions in one of the berths whenever you are sailing to minimize the chance of a cushion blowing overboard. We've also left several West Marine folding seats onboard; they are great for use at the helms or to relax on deck.

DINGHY & OUTBOARD ENGINE

Interlude's dinghy ("Tubby II") is an inflatable Kachemak 10'1" 5-person model outfitted with a solid aluminum panel floor, seat, oars, bow storage compartment and a Honda 2.3 HP outboard engine. It's great to visit the shore, go crabbing, or just motor around for fun.

Towing the Dinghy

Always remove the outboard motor before towing. Leave the **red** spare gas can for the outboard engine in the dinghy, tied off to the transom. Towing works best when the dinghy is brought close to the boat with 4-5 feet of painter line between the stern and the towing bridle of the dinghy. This lifts the bow out of the water and reduces drag. Tie the painter off at a stern cleat with a standard cleat hitch, then attach the bitter end to the stern rail using a rolling hitch or similar secure knot. If tied off on the port side, make sure the dinghy is clear of the engine's exhaust when motoring.



"Tubby II".

OPERATING TIP: Use the manual water pump to remove any water that accumulates in the dinghy. The water pump and a repair kit are stored in the dinghy's bow storage compartment. A manual foot pump to inflate the baffles is stored in the port transom locker beneath the helm seat.

Beaching the Dinghy

Please take care when beaching the dinghy; many beaches you'll land on have sharp barnacle-covered rocks. When approaching the shore, have the crew lean toward the back of the dinghy, reducing wear on the underside of the bow as the dinghy lands. Once landed, offload everyone over the bow. Lift the dinghy over the rocks and barnacles using the handles and set it down gently on the beach. Secure the painter under a rock or to a large driftwood log so the dinghy won't float away when the tide comes in.

SAFETY REMINDER: As you land on the beach, turn off the outboard engine and tilt the engine forward so the prop is not damaged by hitting the bottom (simply grasp the back of the engine housing and pull it forward until it locks in the tilted position). When departing, push off from shore then release the locking lever on the left side of the engine (looking from the front, see figure in next section) when there is enough water for the prop to operate.

Inflating the Dinghy

If the dinghy needs inflation, the foot pump is stored in the starboard cockpit lazarette. The dinghy has three (3) baffles, each with an inflation valve and valve cover located on the inside of the boat.

The foot pump is held closed with a locking clasp. Release the clasp, remove the valve cover, insert the inflation nozzle onto the valve and give a ¼ turn to lock it in place. Inflate the baffle with the foot pump until it is firm. When done, detach the inflation hose and replace the valve cover.

OUTBOARD ENGINE

Interlude is equipped with a Honda 4-stroke 2.3 horsepower outboard engine for the dinghy. This make and model has proven to be a practical and very reliable outboard; nearly all the boats in the SJS fleet use this same engine.

Fuel and Oil for the Outboard Engine

SJS staff should have the engine full, or nearly so, for your trip. Please check the fuel level in the engine and in the spare gas can when you first come aboard to make sure you have a gallon-plus for your trip.

SAFETY REMINDER: This is a 4-stroke engine and runs on regular gas. There is a small red gas can for the exclusive use of the outboard. Keep it tied into the dinghy both for convenience and as a safety measure (gasoline fumes are explosive and a dangerous fire hazard if gasoline is stored on a boat).

Operating the Outboard Engine

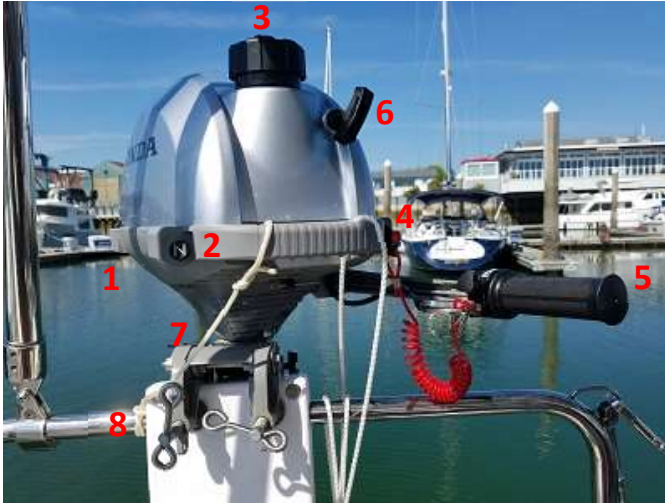
The outboard is light and easy to transfer from the stern rail mount to the dinghy transom. When mounted on the dinghy, please secure it to the transom with a safety line.

SAFETY REMINDER: Please do not cruise with the outboard on the dinghy. Always return it to the stern rail mount before getting underway. It will stop working if saltwater gets into the carburetor intake.

Starting the Outboard

Referring to the picture on the next page:

- Push the fuel valve lever (left rear corner of the engine housing as you are looking at it) towards the back of the engine housing to open the fuel valve.



1. Fuel lever (at back)
2. Choke
3. Air vent (on top)
4. Kill switch with clip
5. Throttle
6. Pull chord
7. Tilt lever
8. Safety line (tied to rail)

Outboard engine controls.

- Pull out the choke (left forward corner of the housing as you are looking at it).
- Open the air vent on the top of the fuel cap (top of outboard) by turning to “ON” indicator.
- Make sure the black U-shaped kill clip (with the red lanyard) is clipped into the red shut-off knob (left forward corner of the outboard).
- Turn the throttle handle $\frac{1}{4}$ turn counterclockwise to the Start position.
- Pull the cord until it starts. Don’t jerk the cord out; instead, gently pull 6-12 inches out then use a smooth, firm pull to start the engine. You shouldn’t have to pull it more than 2-3 times to get the engine to start.

Running the Outboard

- Push the choke back in shortly after the engine starts (after about 10 seconds).
- There is no transmission – just throttle up to go forward and throttle down to stop.
- If you want to go in reverse, just swivel the outboard around 180 degrees.

Shutting Off the Outboard

- Shut the outboard off by pushing in the red shut-off knob (where the kill clip is clipped in). Or just pull the red lanyard until the clip pops off.
- To avoid prop damage when approaching a landing spot on shore, shut the outboard off and tilt it out of the water before you reach the beach. Grasp the handle on the back of the engine and pull forward until it clicks and stays in place; row the rest of the way to shore as needed.
- When ready to depart, grasp the handle, release the lever on the left side of the shaft, and lower the prop into the water.

When the Outboard is Not in Use

- Put the engine back on the outboard mount on the stern rail and tighten both braces.
- Attach the safety line with a bowline or other secure knot.

- Pull the fuel valve lever forward to close (left rear corner of the engine housing).
- Close the air vent on top of the fuel cap (top of outboard) by turning it clockwise.

Troubleshooting

Here are some troubleshooting tips:

- If the engine won't start, review the steps above, make sure there's fuel in the tank, and check that the kill switch clip is installed correctly.
- If the outboard is running and the engine suddenly quits, it's usually because a) the vent on the fuel cap isn't open (the engine will die soon after starting), or b) you've run out of fuel. Open the vent cap and/or add fuel from the gas can to the engine.

DODGER, BIMINI, AND SIDE PANELS

Interlude's dodger and bimini create a wonderful outdoor room. On sunny days, it's great to remove the center bimini section to enjoy the weather. The bimini panel that covers the twin helms is permanently installed. The optional side and rear panels can completely enclose the cockpit. Please don't attempt to remove the dodger; it's very difficult to re-install.

The dodger's "Plexiglas" windows are vulnerable to scratching from dirt and salt. When sea water spray dries on the glass, tiny salt crystals are deposited. To clean, do not wipe the plexiglass with a rag or sponge. Use generous amounts of fresh water and "flood" the glass panels to dissolve the salt crystals, then allow them to air dry. We usually wait until we are docked and use fresh water from the marina, but you can use fresh water from the cockpit shower or galley. And please, **don't lean against the dodger windows** or you may scratch them permanently. If the dodger glass is clear, you can thank previous guests for their diligence. And we thank you too!

OPERATING TIP: Most spray-on sunscreens and bug-sprays react chemically with the dodger's Plexiglas. Please spray downwind of the dodger glass, any chemical contact can ruin the Plexiglas.

Side/rear enclosure panels are available for trips in colder months; contact San Juan Sailing in advance of your trip to have the enclosure panels put onboard. They are stored rolled up in two cardboard tubes. Instructions for how to install the panels are in the Charter Manual. To remove and store the panels, lay them flat on the cockpit table (raise the table leaves), pat dry as needed, roll them up, and store them in cardboard tubes.

ELECTRICAL PANEL

Switches and Controls on the Electrical Panel

The electrical panel is in the main salon on the port side. Switches are labeled with colored dots to indicate their normal settings (see figure). Here are some things to note:



Dodger and bimini on Interlude.



Full cockpit enclosures in place.

- **Shore Power:** All the AC controls are along the left side of the panel. There is no “master switch” to turn on AC power; when you connect and disconnect shore power, AC is simply “ON” or “OFF.” When the AC is ON, a red LED light is illuminated in the upper left-hand corner of the panel. Ensure that the switches for the AC items (water heater, battery charger, AC plugs) are turned “OFF” before connecting or disconnecting shore power.
- **Water Heater:** Activate the electric hot water heater only when you are on shore power (the engine heats the water when it is running).
- **Battery Charger:** Turn “ON” the battery charger switch whenever you are connected to shore power. **It must be “ON” to charge the batteries while on shore power.**
- **AC Plugs:** Activate this switch to turn ON the AC electrical outlets located throughout the boat, run the microwave oven, operate the TV/DVD-Blu-ray entertainment system, etc. NOTE: there is a master switch for the AC outlets under the Nav table. It also must be “ON” for the outlets to work.
- **Bilge Pump:** Always leave the bilge pump setting in “Auto.” Test the pump daily by switching to manual and listening for the pump to run, then return it to the “Auto” setting.
- **Water Pump:** If you don't hear the pump start when you turn it ON at the panel, it means that the system is at working pressure – you should hear the pump start again after you use some fresh water. Note that the marine toilets use raw water and do not impact the fresh water supply. Showers and sinks in the heads use the fresh water supply, as does the cockpit shower.
- **Cabin Lights:** This switch turns ON/OFF DC power to the LED lights located throughout the boat. It must be “ON” before you can turn on any lights.
- **Fridge Unit:** We normally leave the fridge switch “ON.” If the house battery charge level drops to ~12.2V and you aren't planning to run the engine or connect to shore power to charge the batteries, turn the fridge off. Your provisions will stay cold overnight.
- **Navigation Instruments:** Turn this switch “ON” to activate the B&G electronics, instrumentation, and Zeus 3S MFD in the cockpit. This switch also provides power for the depth sounder, knotmeter, radar and Wi-Fi. The AIS unit is wired to the batteries and always ON.
- **Anchor, Steaming and Deck Flood Lights:** When anchored or mooring, turn on the Anchor Light (located at the top of the mast) at dusk. Turn on the deck Flood Light if you want to go forward on deck at night.
- **Circular toggle switch and LED display:** Cycle through this multi-function controller to display the fuel gauge, water gauges (Tank 1 - Aft and Tank 2 - Forward) and battery levels (Domestic and Engine) in the LED display panel. The accuracy of the fuel gauge can get questionable when it drops to ¼ full – at ½ full we recommend it's time to find the fuel dock!



Default electrical panel switch settings.



Electrical Panel – AC controls on the left, DC controls in the middle; toggle switch and LED on the right are used for checking battery charge and tank levels (fuel, water). Inverter & heater controls are on the far left.

OPERATING TIP: In the event of a “high voltage warning” alarm when the engine is first started, cycling the battery level indicator from House to Engine and back turns off the alarm. The new voltage regulator is the culprit, it’s sending a greater charge to the batteries, but no harm is being done (the factory alarm voltage threshold is too low).

ELECTRONICS – NAVIGATION, INSTRUMENTATION AND COMMUNICATION SYSTEMS

Overview of Electronic Systems

Interlude’s electronic systems begin with the B&G Zeus 3S 12” touchscreen multi-function display (MFD), which is housed in a swivel enclosure mounted under the cockpit table between the helms.⁵ The system rotates and tilts, so it’s accessible from either helm. To activate the MFD and the other electronic systems on the boat, turn on the Navigation Instruments switch on the electrical panel in the main cabin. *Interlude* is also equipped with a B&G Triton² multifunction instrument display and autopilot controls, both located next to the port helm.

Instrumentation and navigation systems interfaced to the Zeus 3S include:

- Chartplotter with Navionics™ charts for US and Canadian Pacific Northwest waters
- GPS navigation
- Precision magnetic compass
- Autopilot with multiple navigation modes
- Marine Automatic Identification System (AIS) transponder and receiver
- Depth sounder
- Knotmeter
- Masthead wind sensor (speed and direction used in the calculation of true and apparent winds)
- Broadband 4G™ Radar
- B&G’s patented “SailSteer” system (you’re going to love this!)
- Rudder angle
- Waypoints, routing, and tracking
- Tides and currents (direction, rates, timing)
- Alarms (e.g., shallow depth warning)
- FUSION audio system (controls selection of entertainment audio source and volume levels for the cockpit speakers; includes Bluetooth and USB connections for audio sources)
- GoFree™ Wi-Fi gateway (mirrors the Zeus 3S displays from anywhere on the boat using an Apple or Android device running the GoFree™ Link app)

SAFETY REMINDER: Chartplotter depths are shown in feet (paper charts use fathoms, 1 fathom = 6 ft.). Starting at the 60-foot contour line (10 fathoms), depths are presented in blue. Start zooming-in on the display when motoring or sailing inside the 10-fathom limit, giving you maximum detail.

Basic Operations

Activate the Zeus 3S by tapping the **Power** button below the arrow keys. Once it boots up, tap “**Accept**” on the End User License Agreement (EULA) acceptance screen. The display will show the Chart application. Most pages have a **Menu**

⁵ Operating manuals for the Zeus 3S and other electronics are kept in the mast cubby storage area at the front of the salon table.

button in the upper right-hand corner of a page to select functions and change settings. Tap it once to open a menu, tap it again to close. Basic chartplotter functions are listed below:

- Application Selection:** Press the MFD's **Home** button (at the top of the control panel) to call up the application selection panel (see figure). Select **Charts** to display the charts, **Radar** to display the radar output, etc. Several split screen options are available by pressing and holding the chart icon or by tapping buttons on the right, e.g., charts + radar. The standard chart panel is shown in the diagram below. By default, the boat's position is displayed at the center of the chart with North up (towards the top of page). These defaults may have been changed by the last user, or you may want to use different settings. Several options are available (see below).



Zeus 3S application selection panel.

- Pan and Zoom:** Zoom in/out and pan the chart display by swiping/pinching with your fingers, just like smart devices, or rotate the control knob to zoom in/out. There are also zoom in/out controls (+/- buttons) at the bottom of the chart screen.

OPERATING TIP: Tap on the Chart to position the cursor at a desired location (e.g., tide or current icon, AIS target, channel entrance, etc.).

SAFETY REMINDER: If the boat's position is not visible on the chart (e.g., you panned to another location), tap the **Clear Cursor** button at the bottom-right of the display or the **X** button on the right of the unit below the rotary knob to return the display to the boat's current location.

- Chart Orientation:** We like to see where we are going on the Chart display (not just where we are) and then we switch from the default "North Up" display to "Heading Up" or "Course Up." Extension lines from the boat's icon show you which is which – **blue** is your heading⁶; **dark red** is your course over ground (COG) (sailing laylines are shown in **green** and **red**). To change chart orientation, tap the **Menu** key in the upper right of the Chart

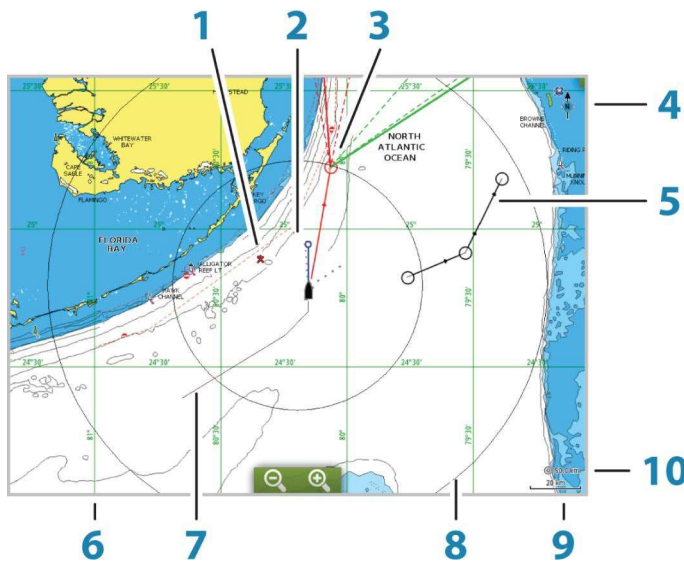


Chart page layout.

- MOB (Man Overboard) mark
- Vessel with extension lines
- Waypoint with Laylines
- North indicator
- Route
- Grid lines
- Track
- Range rings
- Chart range scale
- Range rings interval

⁶ Per SJS instructions, only the COG extension line is displayed on the chart. Heading data are reported in the instrument panel.

display, select the **More Options** menu item, then select the **Orientation** menu option, and finally choose the chart orientation you want (button sequence is Chart Menu-More Options-Orientation-Preferred Orientation). Tap the chart menu button to close the menu option display.

- **Course Over Ground:** COG is always displayed on the charts; it cannot be turned off. COG display options are controlled by the chartplotter settings, which are accessible only by authorized personnel. Have SJS contact the owners or maintenance pro if you need to change these settings.
- **Delete Old Waypoints, Routes, Tracks:** If a previous guest has left waypoints, routes and/or tracks shown on the chart display, you can remove these as follows: tap the display **Settings** button in the upper left corner of the display (small box with little button icons). Choose the **Waypoint** option to display the Waypoint-Routes-Tracks page. Tap the tab for Waypoints and select Delete All at the bottom of the page. Follow the same procedure to delete Routes and Tracks from the chart display. Tap the Settings button to return to the chart screen.
- **Display Split/Multiple Pages:** Press the **Home** key to get to the Apps page, press and hold the **Charts** icon to display the multi-screen presentations available. Alternatively, select one of the pre-configured split screen presentations from the icons on the right of the screen.
- **Overlay AIS Targets:** AIS targets and extension lines are always displayed on the charts. AIS display options are controlled by the chartplotter settings, which are accessible only by authorized personnel. Have SJS contact the owners or maintenance pro if you need to change these settings.
- **Overlay Radar Display on Charts:** Press the chart **Menu** button in the upper-right of the chart display. Near the bottom of the menu select **Overlay**, then select **Radar**. A new button appears called **Radar Options**. Select it and tap **Transmit** to turn on the radar. Tap the **Menu** button to close it. Radar data should now be displayed overlain on the charts.
- **Screen Brightness:** Tap the **Power** button quickly to display the **Systems Controls** panel (works from any page). From the dialog panel, you can adjust the screen brightness, adjust split screen displays, change what's shown on the instrument display bar, access system settings, turn the system off, etc.

SAFETY REMINDER: SJS will remind you of this, but it bears repeating – your heading and COG often will be quite different owing to the tidal currents in the Islands (20°-30° separation between the boat heading and your course can and does happen). **Always monitor your COG when navigating to make sure you don't run aground** and are steering the course to your destination most efficiently.

OPERATING TIP: You can display time series plots of tides and currents on the Zeus 3S. To see the tides at your current location, tap the **Settings** button in the upper left of the page and select **Tides** from the tools menu that appears on the left of the display. You will also see small tide bar icons (**red** for ebb)/**blue** for flood) or diamonds with a "T" in the middle on the charts. Tap these icons to see tides at those locations. Locations where current data are available are indicated by **red** (flood)/**blue** (ebb) arrows or diamonds with a "C" in the middle. Tap these icons to access a time series display of currents.

SAFETY REMINDER: The precision electronic compass that provides magnetic heading data is in the storage area under the forward settee below the TV. Please do not put anything that is metal or magnetized in this area, it can affect the compass. Besides providing navigation data, the data from the compass are used in wind and tide calculations.

OPERATING TIP: If you turn off the Zeus 3S you may start hearing beeps a short time later. That will be an indicator from the B&G Triton² display that it has lost GPS data. You can cancel the warning, turn the whole thing off at the electrical panel, or re-start the Zeus 3S.

Navigating with Autopilot

Simply put *Interlude* on the heading of your choice and press the **STBY/Auto** button, either the button on the autopilot control panel at the helm, or the **STBY/Auto** button on the MFD display. The system will switch to auto-helm and maintain the selected heading (not the COG). Monitor the **dark red** (COG) extension line and adjust the autopilot heading as needed to stay on course. Additional autopilot options are explained in the Zeus 3S manual.

- To return to manual steering, just press the **STBY/Auto** button again.
- While using autopilot you can adjust your course left or right in 1° or 10° increments by using the buttons on the autopilot control panel or MFD display. Tap a button one time to change your heading by the indicated angle.

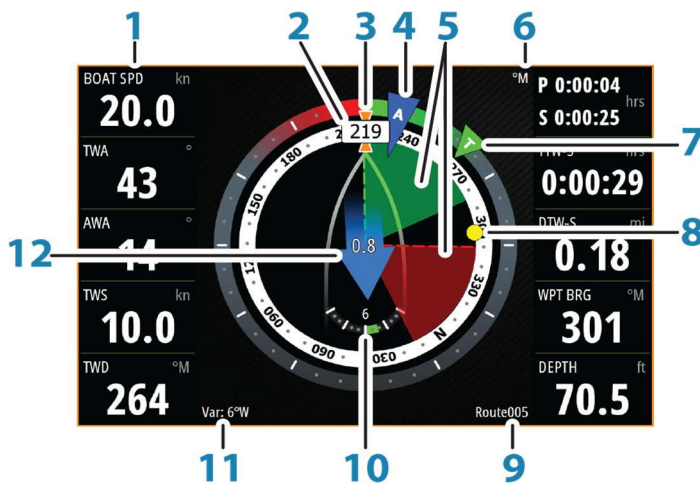


Triton² navigation data, auto-pilot and bow thruster controls.

SAFETY REMINDER – An autopilot is a useful aid but does not replace a human navigator. “Keep your head on a swivel” is still the best advice. **And again, monitor your COG carefully to make sure you don’t run aground because the autopilot is holding your heading, not your COG.**

SailSteer

The SailSteer panel provides a composite view of key data while you are sailing. Press the **Home** key to access the Apps panel and select SailSteer or one of the combination displays that includes the SailSteer application. All data are displayed relative to the yacht’s bow, providing an image of important sailing data. The figure below shows the layout of the SailSteer panel.



SailSteer panel.

- 1 User configurable data fields
- 2 Vessel heading
- 3 COG (Course Over Ground)
- 4 Apparent wind
- 5 Port (red) and starboard (green) laylines
- 6 Magnetic or True reference
- 7 TWA (True Wind Angle)
- 8 Bearing to current waypoint
- 9 Active (next) waypoint ID
- 10 Rudder angle
- 11 Magnetic variation
- 12 Tide rate and relative direction

Radar

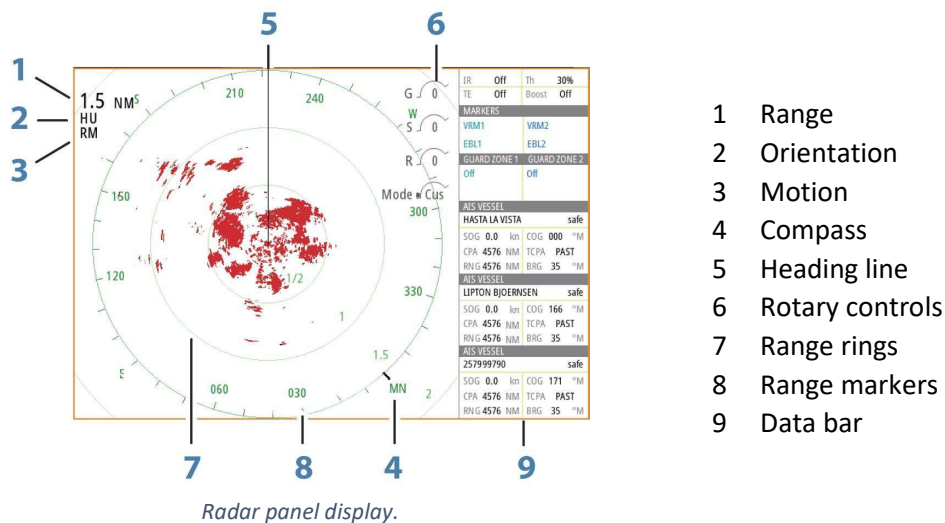
Interlude's radar is a key piece of safety equipment when fog or darkness limits your visual range while underway (remember, SJS does not allow travel at night). While not normally a problem in the summer, spring and fall weather can change quickly in the Pacific Northwest. Radar can help you find a safe harbor in an emergency.

SAFETY REMINDER: If fog is present while you are at anchor or mooring, please don't depart until visibility is at least ½ mile. Ferries and shipping traffic travel quickly here (18+ knots). The basic rule in the Islands is "if in doubt, don't go out!" Enjoy a leisurely breakfast and read a book or watch a movie. After all, you're on vacation!

The radar's operational modes are controlled from the Zeus 3S unit. The following modes are available:

- **Off:** The power to the radar scanner is turned off.
- **Standby:** The power to the radar scanner is on, but the radar is not transmitting.
- **Transmit:** The scanner is on and transmitting. Detected targets are drawn on the radar PPI (Plan Position Indicator).

The diagram below shows the features of the radar display:



Depth Sounder and Knotmeter

To activate the depth sounder and knotmeter, first turn on the Navigation Instruments switch on the electrical panel. Note: the depth sounder won't give accurate readings below about 400' of water depth. Currents, water temperature, schooling fish, seaweed and mermaids can cause inaccurate readings as the transducer tries to get a return signal in deeper waters. Use the depth sounder as an aid to navigation in shallow water.

SAFETY REMINDER: Rocks are the greatest navigational and safety hazard in the islands, and they are clearly marked on the charts. Zoom in the Chartplotter as you approach the 60-foot (10-fathom) contour line to see obstacles. Keep the MapTech chart book in the cockpit while underway, San Juan Sailing has marked in red NO-GO areas with rocks.

The knotmeter shows boat speed through the water in knots. Remember that boat speed and speed over ground (SOG) can be noticeably different in the Islands due to currents. During new and full moons, you may see currents exceeding 4 knots in some areas, which can impact your navigation. Information on where to get current data and forecasts is in the Charter Manual.

OPERATING TIP: Currents affecting the boat as you are traveling are calculated by the navigation system and can be displayed on the Triton² by pressing the left-most page key until the tidal current display screen is shown.

SAFETY REMINDER: If the digital knotmeter shows a reading of 0.0 knots while underway, the impeller may be clogged with eelgrass, which eventually floats off. If it's stubborn, try removing it by traveling briefly in reverse. But if the knotmeter is temporarily "out of service," use the speed over ground (SOG) data provided by the GPS navigation system.

Wind Sensors

Wind speed and wind direction sensors are located at the top of the mast. True and apparent winds are reported by the Zeus 3S MFD and the Triton² display located at the port helm.

VHF Radio Communications

Interlude is equipped with a VHF marine radio system (see photo) comprised of the master unit located left of the Nav station, a wired microphone located in a cradle just under the left side of the Nav table, and a remote wireless handheld unit stored in the charging cradle under the Nav table. We have also provided a portable stand-alone VHF marine radio for your convenience.

Turn on the VHF using the knob in the upper right corner of the master unit. Remove the remote wireless handheld from its cradle and turn it on using its power button. The remote will pair with the master unit and its screen will indicate which channel is selected on the master

VHF (default is channel 16). Volume can be adjusted in two ways – the master unit power switch or the volume adjustment buttons on the side of the remote handheld. The master unit has two other knobs – the knob in the lower right corner adjusts the squelch; the 3rd (larger) knob is used to change channels. Channel 16 is the default setting, allowing you to monitor the US and Canadian Coast Guard (USCG, CCG). Leave the radio tuned to Channel 16 in case an emergency broadcast or request for assistance is issued. To speak with another vessel, hail them on **Channel 16** then direct them to move to a working channel for further communications, e.g., **Channel 78** (ship-to-ship).



VHF radios and FUSION entertainment system.

We always keep the remote handheld unit powered on and with us in the cockpit while underway. To transmit, press the large button on the left side of the unit and speak directly into the microphone. Release the call button to listen for a response. Channels can be changed using the up / down arrows in the center of the remote handheld. The **bright green 16/9** button under the screen can be used to quickly switch to Channel 16 if you are monitoring a different channel.

Note that the remote is wirelessly linked to the primary VHF radio and will only work on or near the boat with the primary VHF radio "ON." Please don't take the remote with you when leaving the boat; you'll quickly be out of its effective range. Rather, take the portable marine VHF radio we've placed onboard when going ashore to communicate with crewmates on the boat or call for assistance (a good safety idea). Remember to switch both the master VHF and the portable VHF to a non-emergency working channel, like **Channels 68, 72 or 78**, to speak with crewmates (press the up/down CH buttons on the portable unit to change channels). The portable radio is also useful for communicating with crew when arriving or departing an anchorage, hailing nearby boats, speaking with marina personnel, etc.

OPERATING TIP: The battery in the remote handheld will last for a full day of cruising. Return it to its charging cradle when you're done using it to ensure it fully recharges overnight.

Local marine weather conditions and forecasts are available on **Channel 4 or 7** (NOAA Marine WX) and **Channel 2** (Canadian WX Service). Listen for the report entitled "Northern Inland Waters," which covers the San Juan Islands and the Canadian Gulf Islands. The NOAA broadcast also includes information for the Strait of Juan de Fuca (south of the San Juans) and for BC waters including the Strait of Georgia. In Canadian waters, listen to the Canadian weather station,

which also transmits warnings of military area activity, such as area Whiskey Golf (WG) outside of Nanaimo. Information on where to get weather information for our region is in the Charter Manual. There's also an article on weather information for the northern waters of the Salish Sea available on Interlude's Web page on the SJS Web site. You can access the article by [clicking here](#) and scrolling to the bottom of the page to download a PDF copy of the article.

Commonly Used Radio Functions

Here's a summary of the common radio functions used on charters:

- **Turn Radios On/Off:** Rotate knob on upper right of main salon radio; press power button on remote handheld unit until it starts to boot up. For the portable unit, press the power button on top of the radio.
- **Change Transmit Power (High-Lo):** Press the HI/LO button on the salon radio mic or press the H/L button in the center of the keypad on the remote handheld unit. If you are using low power (e.g., in a marina) and a call comes in on Channel 16 (e.g., you're scanning) or you switch to Channel 16, the power will automatically change to High. On the portable unit, press the H/L Lock button to switch between Hi and Lo power.
- **Switch to Channel 16:** Tap the **bright green 16/9** button on the main unit in the salon or on the remote handheld to immediately switch to channel 16. Holding it in for a second will take you to channel 9. Channel 16 is the default channel when the radio is turned on. If you press and hold the 16/9 button, a beep will sound, and Channel 9 will become the default channel. Press and hold the 16/9 button again to reset the default to CH 16. On the portable unit, press the **red 16/9 Tri** button to instantly switch to CH 16.
- **Access Weather Channels:** Press the WX/Nav button on the main salon unit or on the remote handheld to monitor the weather channels (see below for the weather channels in our region). Section 7 of the Charter Guest Manual contains information on VHF operations and procedures, including where to get WX info.
- **Adjust Volume & Squelch:** For volume, rotate the power knob on the main salon unit or press the +/- volume keys on the right side of the remote handheld unit. To adjust squelch, rotate the knob on the lower right of the main salon unit or press the left-right arrow keys on the keypad controller on the remote unit. On the portable unit, press the Vol Up/Down buttons to change the volume. Press the SQL UIC button to set the squelch level.
- **Channel Watch/Scanning:** You can scan up to 3 channels simultaneously. Select a channel (we start with Channel 16), press the 3CH/+ button on the front panel of the main salon unit to set it as Channel 1. Select another channel, press the 3CH/+ button again to select it as Channel 2. Select the third channel you want to monitor, then press the 3CH/+ button again. To scan the channels, press and release the 3CH/+ button then press and hold the Scan button until the LCD display is rapidly cycling between the 3 channels. You can also press the Scan button on the remote unit. When there is activity on a channel, the scan function will stop, and you can monitor or broadcast on that channel. After several seconds of inactivity, the scan function will resume. To stop scanning, press the Scan button.
- **Change between International & U.S. channels:** The radio is normally in UIC mode, which works for both US and Canadian channels. If for any reason you need to change to International channel settings or switch back to UIC or USA channel settings, press the Call/Menu button on the VHF unit to get to the menu functions, scroll down and select "Radio Setup" (press the channel selection knob to select the menu setting), scroll up/down to get to the channel setting you desire, press the channel knob to choose the setting. Press the Call/Menu button to exit the radio setup function.
- **Silence 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.

VHF Radio Channels

Here's a summary of the common radio channels you will use during your charter:

- **Channels 2, 4 & 7:** Weather (CH4 & 7 = San Juan Islands | CH2 = Gulf Islands)
- **Channel 05A:** Seattle Vessel Transit System (VTS) – interesting to monitor
- **Channel 16⁷:** USCG primary channel – international distress, safety, and ship hailing
- **Channel 66A:** Friday Harbor Marina
- **Channel 79:** Where you may hear the whale watching boats speaking with each other
- **Channels 68, 72, 78:** Ship-to-ship working channels
- **Channel 78A:** Roche Harbor Marina, Deer Harbor Marina, Rosaria Resort Marina
- **Channel 80:** San Juan Sailing during normal business hours

Interlude's FCC call sign is **WDJ5062** (licensee is Crosswinds Sailing, LLC)

SAFETY REMINDER: If you need to declare an emergency, here is the protocol to use:

- Lift the red cover on the main radio or the handheld remote labeled **DISTRESS** and press and hold the **Distress** button until it beeps (this will send information on the boat and its location to the Coast Guard).
- Identify the boat's GPS coordinates: they are presented on the main and remote handheld VHF radios and at the top of the Zeus 3S display.
- Call the USCG (or CCG if in Canadian waters) on **Channel 16** with the following information:






"MAYDAY, MAYDAY, MAYDAY, this is sailing vessel **Interlude**. [Repeat the MAYDAY call 3 times]. We are located at ____ degrees latitude, ____ degrees longitude. We are state nature of emergency – on fire, grounded, sinking, medical condition requiring immediate assistance, etc. We have number of people aboard. We are a 41-foot Beneteau monohull sailing vessel with white hull and white sails [if under sail] currently motoring / under sail / anchored / moored [state whichever applies].

SAFETY REMINDER: Your GPS latitude and longitude is shown on the screen of the main and remote VHF units and on the upper line of the Zeus 3S screen. Familiarize yourself with these screens ahead of time so you can quickly report your precise location to the Coast Guard in case of an emergency.

If the situation is not immediately life threatening and you want to request assistance or send an urgent message, e.g., you need a tow, then use the phrase **PAN – PAN** (pronounced "pahn – pahn" with a soft "a") instead of "MAYDAY."

AIS

Interlude's AIS system will show the location and tracks of all vessels carrying an AIS transponder. Targets appear on the Chart and Radar displays. The figure shows the meaning of the symbols used to display the AIS targets. You can tap a target on the MFD screen to call up its AIS identification and other relevant information about the vessel including navigation data (e.g., location, course, speed,

	Sleeping AIS target (not moving or at anchor).
	Moving and safe AIS target with course extension line.
	Dangerous AIS target, illustrated with bold line. A target is defined as dangerous based on the CPA and TCPA settings.
	Lost AIS target. When no signals have been received within a time limit, a target is defined as lost. The target symbol represents the last valid position of the target before the reception of data was lost.
	Selected AIS target, activated by selecting a target symbol. The target returns to the default target symbol when the cursor is removed from the symbol.

Symbols used in AIS display.

⁷ You can hail another vessel on CH16 then tell them to switch to a ship-to-ship working channel, e.g., CH78

etc.). **Note:** the AIS unit is wired directly to the batteries. It is functioning 24/7 regardless on whether the Navigation Instruments breaker is “ON” or “OFF.”

Wi-Fi

We have added the B&G Wi-Fi GoFree™ system to *Interlude*. You can connect your Apple or Android device to the Zeus 3S and use the GoFree™ Link application to monitor the Zeus 3S MFD from anywhere on the boat. To use the GoFree™ Wi-Fi network:

- Download and install the GoFree™ Link application from the Apple or Google Play stores.
- Turn on the Navigation Instruments switch on the electrical panel and activate the Zeus 3S.
- Connect your device to the GoFree™ WiFi network using the network password listed below.
- Start the GoFree™ Link app on your device.
- Tap “ACCEPT” on the MFD display if it prompts you to connect to the network.
- Select “INTERLUDE” from the app to bring up the app user interface to see the current screen displayed on the MFD and to remotely interact with the Zeus 3S.

SAFETY REMINDER: The Link app is a valuable tool that allows you to use a mobile device as a “repeater” for the MFD. You can see the live chartplotter display from anywhere on the boat. But be aware that it acts as a remote control for the MFD – changes made to the display in the app will be mirrored on the MFD’s display, e.g., pan/zoom, change screens, etc. The one exception: if autopilot controls are displayed on the MFD you will not be able to steer or navigate the boat remotely using the app.

Network Name: **INTERLUDE** (may appear as “GoFree WiFi #####”)

Wi-Fi Network Password: **BEG4CWBS** (case sensitive)

Network IP Address: **192.168.0.1**

EMERGENCY & SAFETY EQUIPMENT

Air Horn

An emergency air horn for alerting other boats is in the cockpit table storage compartment.

Bilge Pump (Manual)

Manual pump behind access panel located at starboard helm; pump handle clipped underneath starboard transom hatch cover under the helm seat (see “Bilge Pumps”).

CO Detector

A carbon monoxide (CO) detector is wired into the DC power supply, with a battery back-up. An alarm will sound if CO is detected in the cabin.

Emergency Tiller

The emergency tiller looks like a T-shaped metal pipe about 3 feet long and is in the aft port cockpit transom locker under the port helm. The rudder post attachment point is in the propane locker in the deck between the two helms. Unscrew the cover, insert the pipe vertically and feel it engage with the steering post below. Turn the T-bar to turn the rudder. Travel at reduced speeds when in use.



Emergency tiller installed.

Exhaust Temperature Alarm

We've added an exhaust temperature sensor that will sound an alarm if the exhaust overheats. This typically occurs before the engine temp alarm goes off and is designed to prevent damage to the exhaust system if the engine is overheating. If the alarm sounds, shut down the engine and follow the procedures in the Engine section for troubleshooting an overheating engine.

Fenders and Dock lines

Four primary docking fenders are provided along with four primary dock lines and two spring lines. There are two roving fenders (one orange, one white). Spare lines are coiled and hanging in the aft cockpit transom locker under the starboard helm. When underway we store a docking fender, a roving fender, and a bow line in the anchor locker; the rest of the fenders and lines can be stored in the port cockpit lazarette. There is also a large teardrop fender we use when docked that we place between us and the boat in the next slip or at the corner of the stern when backing in. We also use it when springing off a dock. It's stored in the starboard aft transom locker under the helm seat.

Fire Extinguishers

There are three (3) USCG-approved fire extinguishers onboard:

1. Galley – mounted on the bulkhead next to the sink.
2. Nav table – mounted on bulkhead beneath the table.
3. Port cockpit lazarette.

Check the extinguisher gauges before departing the marina. If a fire extinguisher is low on suppressant notify SJS and get a replacement.



Engine compartment fire extinguisher port in aft port cabin.

SAFETY REMINDER: In case of an engine fire, DO NOT open the companionway steps to extinguish the fire. Instead, discharge the extinguisher through the small engine compartment access port in the aft port cabin. Remove the cover, insert the hose, and discharge the extinguisher.

First Aid Kit

A USCG-approved first-aid kit is in a storage compartment in the aft head.

Flares

Visual day/night distress signals are stored in a yellow mesh bag along with spare wooden plugs for thru-hulls. The mesh bag is stored in the cockpit table aft storage compartment.

Flashlights

There are two (2) MagLite LED flashlights aboard. One is mounted next to the galley fire extinguisher; the other is mounted below the Nav station. Spare batteries are in the Nav table.

Foam Sta-Plug

An orange foam Sta-Plug to block a thru-hull breach or leak is in the cockpit table storage compartment.

Handheld VHF Radio

A handheld VHF radio is stored next to the electrical panel. We always take this with us when going ashore in case we need to call for assistance.

Life Jackets

Six (6) adult-sized Type V inflatable life jackets and two (2) Type III vest PFDs are aboard. Each cabin should have two Type V lifejackets in its hanging locker. PFDs for small children are available through SJS, just ask if you need some.

Lifesling

The Lifesling is mounted on the port stern rail. If a crew member accidentally falls overboard, toss the Lifesling towards them and follow your man-overboard procedures to recover the victim.

Tools & Spares

A tool kit is in the storage area under the settee in front of the electrical panel. Additional tools and spare parts are in the main salon starboard settee storage areas.

Windlass Clutch Tool

If you need to manually operate the windlass to raise the anchor, the windlass clutch tool is in the main salon starboard settee storage area. The clutch tool must be affixed to the windlass so you can rotate it with a winch handle.

ENGINE AND HANDLING

Engine Highlights

Interlude is equipped with a Yanmar 45hp 4-cylinder diesel with sail drive that will provide many hours of cruising pleasure. The saildrive helps eliminate shaft vibration, noise, and alignment problems. Under engine power, you'll find *Interlude* to be quiet, balanced, maneuverable, and powerful.

OPERATING TIP: Maximum RPM is 3000. Cruising RPM is 2250-2500. Idle is around 900 RPM. It's OK and in fact preferred to vary engine speed as you cruise. Please do not exceed the cruising RPM range except in an emergency.

Inspecting the Engine

Engine access is provided by lifting the companionway stairs, which operate on hydraulic lifts. There are no latches, just lift it up to open, push it down to close. Side access is provided via hatches in the aft cabins.

We recommend performing the following inspections each morning before getting underway:

Raw water strainer



Coolant reservoir



Dipstick (below sideboard) & oil filler cap

Front (left photo), port (center photo) and starboard (right photo) side views of engine compartment.

- Lift the companionway steps to access the engine compartment. Look around and below the engine for any signs of oil or other fluid leaks (coolant is pink).
- Check the coolant level. Anywhere between the two lines (high and low) on the overflow reservoir is where you want to be.
- Visually inspect the raw water strainer for debris. Don't open it unless you need to remove debris. In case of an engine overheating alarm, check for eelgrass clogging the strainer. Unscrew the top of the strainer, clean out any debris, then replace it. CARE SHOULD BE TAKEN WHEN REMOVING AND RE-INSTALLING THE LID – the black O-ring located around the strainer must be in place and not kinked or bent. If it's not installed properly a leak may result that could cause the engine to overheat.
- Check belt tightness by deflecting the belt inward with your fingers; it should not depress more than an inch.

Our maintenance pro checks the oil level before each charter, so you do not need to do this yourself for week-long charters. For longer charters (e.g., 2 weeks), we recommend you check the oil level once a week. The dipstick is on the starboard side of the engine and can be accessed by opening the engine access panel in the starboard cabin (look down and to your left). If you need to add oil (highly unusual), there is spare oil stored in the engine compartment. There are two (2) oil filler caps, one on top of the engine and one on the left side near the dipstick. Do not overfill; add no more than a cup at a time and re-check the oil level.

The fuel filter is on the left (starboard) side at the front of the engine. On the right as you look at the engine is the water pump and the blue water lines that pump water from the tanks to the sinks and showers.

Starting the Engine

Engine ON/OFF controls are located at the port helm (see photo). This is a keyless start system. The main battery engine switch, located in the aft port cabin, must be in the "ON" position to start the engine. When docked in a marina, or leaving the boat for an extended period, switch the engine battery switch to "OFF" and lock the companionway hatch.

1. Ensure that the throttle/gearshift is in neutral.
2. Tap the bottom "POWER" button once to turn on the ignition – do not hold the button or it will turn the ignition off. Red lights will illuminate on the tachometer dial.
3. Press top "START" button, which will start the engine.
4. Listen/look for water discharging from the aft port side of the stern. If water is not in the exhaust immediately shut the engine down and contact SJS.
5. Occasionally, an alarm may sound at the electrical panel indicating a high voltage warning. This may happen when the engine is first started as the engine alternator charges the batteries. Rest assured this is not damaging the batteries. The alarm can be turned off by cycling the battery charge status (round dial on lower right side of electrical panel) between Domestic and Engine batteries.



Engine controls: (1) Power ON/OFF, (2) START, (3) STOP, (4) Engine data, e.g., hours, (5) Toggle LCD engine data display.

OPERATING TIP: Allow 5-10 minutes of warm up before placing a load on the engine. It stresses a diesel engine to be placed under load when cold. Conversely, allowing a diesel engine to idle too long will cause carbon build-up.

OPERATING TIP: In colder weather or when you want to run the engine at a higher idle speed (e.g., to charge batteries), press and hold the **red** button at the base of the throttle and push the throttle forward. This disengages the transmission

and allows the engine to run at a higher idle RPM. We recommend targeting 1000-1200 RPM for warm-up and battery charging.

Running the Engine

Engage forward or reverse gear by moving the transmission directly from Neutral to Idle-Forward or Idle-Reverse (the transmission will click into each detent setting), pause momentarily, then move the throttle forward/backward smoothly to your desired RPM setting. To keep the transmission "healthy" when shifting from forward to reverse and vice-versa, pause ~1-2 seconds in the 12 o'clock neutral position and in the idle throttle detent positions when shifting gears (say "one & two &").

SAFETY REMINDER – As noted in the Nuances section, when shifting from reverse to forward (and vice versa), proceed slowly and smoothly: pause for 1-2 seconds in neutral, then shift to idle forward (reverse) and pause again for 1-2 seconds, then smoothly advance the throttle forward (reverse). Remember, slow and smooth is better than fast and jerky. When backing out of a slip or maneuvering in tight quarters allow some extra time/distance for the boat to drift while following these procedures.

- An economical cruising speed of 5-7 knots is achieved at 2000-2500 RPM, which uses about 0.75-1.0 gallon of diesel per hour. Please do not operate the engine at the maximum 3000 RPM: it's hard on the engine and fuel consumption goes way up with very little increase in speed. We recommend keeping the engine speed 2200-2500 RPM when motoring to your destination.
- To avoid sucking in air or sludge when the fuel level approaches $\frac{1}{4}$ of a tank, refuel when the fuel drops below $\frac{1}{2}$ full and before it reaches $\frac{1}{4}$ full. The tank holds 53 gallons, so topping up at about 25 gallons is a reasonable exercise and doesn't take too long.

Shutting Down the Engine

1. Allow the engine to idle for a few minutes in neutral to cool down.
2. Press the middle "STOP" button, which will shut down the engine.
3. After the engine stops press the bottom "POWER" button and hold for a second or two until you no longer hear the ventilation fan in the engine compartment. The red lights on the tachometer will turn off. If the bottom power button is not turned off, an alarm will sound periodically.

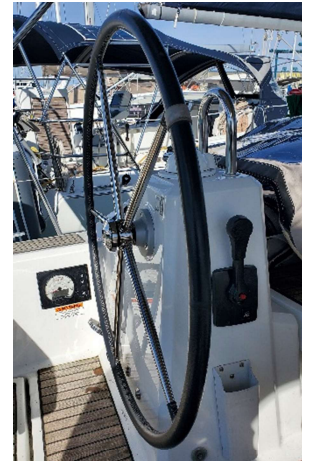
SAFETY REMINDER – Never stop the engine by turning off the battery switch. Doing so will seriously damage the diodes on the alternator and the batteries will no longer charge.

Boat Handling with the Engine

San Juan Sailing offers free handling instruction before you leave for your charter if you'd like to practice your boat handling skills. Spending 30-60 minutes practicing getting in and out of the Bellingham marina can be a great experience. Contact SJS in advance of your arrival date to schedule an instructor.

Forward

Because the saildrive/propeller is almost directly below the engine, the wash from the prop takes a moment to reach the rudder; anticipate this delay when maneuvering in tight spaces. A short burst of forward throttle will direct water at the rudder, which if already turned, will result in a short, sharp turn with little forward movement – a strategy that can be handy when turning in confined spaces. The bow thrusters can assist with sharpening a turn.



Helm and throttle controls.

Reverse

Interlude has virtually no prop walk, just a bit to starboard in reverse. When maneuvering in reverse, we like to stand on the forward side of the port helm facing backwards, allowing us to steer with easy access to the throttle/transmission while being able to turn around quickly to monitor the bow. Grip the wheel firmly when in reverse: water pressure on the aft edge of the rudder can push the rudder over to one side, which is hard on the steering (and your arms!).

Docking

Interlude carries momentum well. Unless there are high winds, we typically motor in the marina in Idle-Forward, which will produce a boat speed of about 1.5-2 knots. About 4 slips from our target dock, we shift to neutral and glide in. Use the engine to stop the boat at the dock, and don't shut down the engine until the vessel is secured at the dock. The bow thrusters can assist you in keeping the boat aligned with the dock while the crew secure the dock lines.

SAFETY REMINDER: It's difficult for people holding lines on the dock to stop the momentum of a heavy cruising sailboat. It's also a bad idea to use dock lines on a cleat to stop movement; this can result in a sudden swing of the boat and damage to cleats and/or boat. No crew should jump to the dock – if you can't step off calmly, back-up and try again.

When coming into our docks in strong winds, or if you'd just like a little assistance on arrival, hail San Juan Sailing on **VHF Channel 80**. They'll be glad to offer some coaching and/or catch your lines. In fact, all marinas in the Islands will help you if you hail them and ask for assistance. Asking for docking assistance is a sign of smart seamanship.

SAFETY REMINDER –Whenever you are departing or arriving at the dock have a crew member designated as the “**roving fender.**” If you are going to accidentally “touch” a boat or other object, lower the fender to the point of contact.

Using the Bow Thruster

The bow thrusters allow you to control bow alignment using short bursts when departing or docking (see “Bow Thrusters” for details).

Troubleshooting Engine Problems

Yanmar engines are incredibly durable, and you shouldn't have any problems on your voyage. Nevertheless, there are a few things to watch out for.

Engine Overheating

If the engine overheat buzzer sounds while the engine is running, it's usually no more serious than eelgrass plugging up the raw water strainer. The solution to this problem is prevention – keep an eye out for eelgrass mats, especially along those “soapy” looking tide and eddy lines in the water, and don't run over it. When eelgrass gets sucked into the engine cooling water intake, it collects in the raw water strainer.

To clear eelgrass from the raw water strainer, stop the engine, twist off the clear screw-top and extract the eelgrass. Replace the lid and tighten by turning it clockwise until the lid is seated firmly on the rubber gasket. Don't over tighten as the lid can crack. Make sure the lid's threads are not crossed as this can give the appearance of a tightened lid but the gasket won't seal. Then restart the engine. As stated previously, care should be taken when re-installing the lid – the black “O” ring must be carefully placed around the lid of the strainer to prevent water from leaking, which could lead to the engine overheating.

If after restarting the engine it overheats again, check the seal between the strainer, the rubber gasket, and the lid. If the strainer is drawing air, it won't draw water. If needed, open and then retighten the lid on the strainer and check to make sure the rubber gasket is in place in the lid (and not lying in the bilge.)

If the above steps fail to solve the problem, call San Juan Sailing for assistance.

Loss of Oil Pressure or Coolant

If the engine loses oil pressure, the warning buzzer will sound and the oil icon warning light on the tachometer will light up, so check which light is showing red. If it's the oil light, shut down the engine, check the oil level, and contact SJS.

The alarm buzzer is more likely to indicate engine overheating, and the temperature icon light will light up. Before you shut down the engine, check for water gurgling out the exhaust. If you have a "wet exhaust," check the coolant level in the overflow reservoir bottle. If none is seen, add enough to reach the top-level line on the bottle. After the engine cools down, remove the cap from the engine block and add coolant. And check the bilge for a light pink liquid (coolant). If coolant is found in the bilge, call San Juan Sailing immediately.

If the coolant reservoir bottle is full, check to see if the engine threw a belt. Without a belt on the raw water pump, the coolant won't circulate and cool the engine. Replacement belts are in the engine spares kit. One other possibility is that the impeller in the raw water pump has failed. While they are replaced each spring with a new one, it's still possible that a hard object may be drawn in and break off an impeller blade. A replacement impeller is found with the engine spares. Call San Juan Sailing if you suspect you have belt or an impeller problem. They can dispatch a maintenance pro to address these issues.

OPERATING TIP: Bottom line – you're on vacation! If the engine is giving you problems, call SJS for assistance. They have repair teams in the Islands to assist you.

ENTERTAINMENT SYSTEM

Highlights of the Entertainment System

Interlude is equipped with a FUSION marine entertainment system for audio and a Samsung 1080p HD SMART television with DVD / Blu-ray player for watching movies and accessing streaming video services. Speakers for the FUSION system are located in the main cabin and in the cockpit. Audio for the TV is provided by its own sound system. Highlights of the entertainment system include:

- **FUSION audio system:** AM/FM radio, wired (USB) and wireless (Bluetooth) connections for audio players, and VHF radio monitoring. Speakers are in the main cabin and in the cockpit. The audio system can be controlled from the FUSION unit in the main cabin and from the B&G Zeus 3S MFD located between the helms.
- **TV:** Samsung 40" 1080p LED HD SMART TV with built-in Wi-Fi.
- **DVD / Blu-ray:** Sony DVD / Blu-ray disk player. We've left a collection of movies onboard for your viewing pleasure.
- **Remote controls:** Remotes for the TV and video player are stored near the DVD player.
- **Other video sources:** Connect a PC or other video source to the TV with a HDMI cable (draped over back of TV).

Other Video Sources

You can connect your own playback device to the TV using a standard HDMI cable. There is an HDMI port on the right-hand side of the TV. There is a 6 ft. HDMI cable onboard, which can be used to connect a PC to the TV, for example. We've left it plugged into the TV and draped over the top. It's connected to the **HDMI-1** port on the TV.

FUSION Audio System

The FUSION unit is located next to the VHF radio at the Nav station. The system includes AM/FM radio, VHF audio (to monitor radio transmissions using the cabin and cockpit speakers) and wired (USB) and wireless (Bluetooth) connections for audio sources. The user manual for the Fusion system is in the Electronics 3-ring binder stored in the mast cubby at the front of the salon table.

OPERATING TIP: If using Bluetooth to connect an audio source, the FUSION unit will appear as **MS-205** in the list of available BT connections shown on your device.

To connect a portable music player using the USB port, unscrew the cap from the USB connector to the right of the FUSION unit and plug in your device using your own cable. Use the menu on the front panel of the FUSION unit to select your audio source. You can also control the FUSION unit from the Zeus 3S MFD in the cockpit – you can adjust the volume, select radio channels, and select tracks from your audio devices.

TV – DVD / Blu-ray Video Player

The remote controls for the TV and video player are in the starboard storage area behind the main salon settee, along with the DVDs (guests often put the remotes under the video player). The system requires AC power; if you're running on battery power, you will need to turn on the **Inverter**. Turn on the AC outlets using the switch on the instrument panel. Turn everything off including the inverter when you're done to conserve battery power.

HD TV

The Samsung 40-inch 1080p LED "SMART" TV gives access to online video services like Netflix and Amazon Prime Video with a valid subscription. You'll need an internet connection to access online video services. We use a wireless hotspot from our cellular provider successfully in many places in the Islands, but coverage can be spotty. Wi-Fi is available in some of the marinas in the Islands (e.g., Bellingham, Roche Harbor, Deer Harbor). To connect the TV to a Wi-Fi hotspot:

- Activate your wireless hotspot.
- Turn on the TV with the Samsung remote.
- Press the Menu button on the remote.
- Select "Network" then select "Network Settings."
- Select "Network Type – Wireless."
- Select your wireless hotspot device from the list of wireless networks.
- Enter your network passcode, if required (use the remote to interact with the onscreen keyboard; select "Done" when ready to complete passcode entry).
- From the TV Menu select "Smart Hub" then "Open Smart Hub" and choose your video source – Netflix, Amazon, Hulu, etc. Login to the service with your credentials.

DVD / Blu-Ray Player

The DVD player is located behind the starboard settee in the main cabin, next to the TV. Turn the TV and video player on using their remotes, open the video player disk drawer, insert a movie disk, close the door, press play. If the movie

doesn't start automatically, check that the video source for the TV is set to **HDMI-2** (HDMI-1 is used for connecting other video sources like your PC).

FUEL TANK & REFUELING

Interlude has a 53-gallon fuel tank. The engine consumes about 0.7 – 1 gallon of diesel per hour at 2000-2500 RPM, so you have a 375 to 500-mile cruising range.

The diesel fuel fill port is in the propane locker between the helms (see photo), it's labeled "Fuel" and has a pink ring around the cover. Please be very careful when fueling – don't fill the tank using the maximum pressure or flow rate provided by the fuel dock pump. If you fill up too quickly, fuel can surge out of the fill pipe and spill into the propane locker, out onto the deck and overboard. Listen for the sound of fuel in the fill pipe; the pitch will increase as the fuel reaches the bottom of the pipe. At first indication of an audible "gurgle" **STOP** – the tank is full. Check the fuel gauge on the electrical panel: it should read "Full." If not, add more fuel, albeit very slowly and carefully.



Fuel tank fill port in propane locker (red arrow); aft water tank fill port (blue arrow).

Keep some paper towels handy to quickly wipe up any spills or drips. Use soapy water to scrub down any places fuel collected on the deck to avoid staining the fiberglass.

OPERATING TIP: Marine fuel gauges are notoriously inaccurate; please plan to refuel when the gauge is at ½ full.

GALLEY

Highlights of Features in the Galley

- Two burner gimbaled propane stove and oven; stovetop equipped with pan holders
- Refrigerator / freezer with top and front load doors
- Microwave oven
- Oversized sink
- Propane solenoid switch conveniently located next to stove (also controls gas to the BBQ)
- Multiple storage compartments; a collection of spices and condiments; storage bags for leftovers; hot pads, etc.

Using the Galley

Stovetop

To use the stove/oven, open the valve on the propane gas tank, which is in the propane locker in the cockpit between the helms (see the "Propane" section).

In the galley, make sure the burner and oven control knobs are fully "OFF" (rotated all the way to the right). Toggle the solenoid switch to the "ON" position (a green LED light indicates it is on). The solenoid switch is located to the left of the stove (see photo). The burner knobs for the stovetop are on the right side of the stove. When ready to light a burner, depress the knob and turn to the left to the high flame indicator and light the burner with the butane lighter provided (look in the utensils drawer). After the flame is lit, turn the knob to set your desired temperature. When done, turn off the burners and/or oven and turn off the solenoid valve. We typically leave the valve on the propane tank open, but you can close it as a safety precaution if you wish.

If you want to cook while you are underway, release the gimbal lock so the stove can rotate to maintain a level cooking service as the boat heels. Use the pot/pan holders to keep cookware from sliding around.

Oven

To turn on the oven, use the control knob on the far left of the stove to start the flow of gas (depress and turn to left, just like the stovetop burners). Insert the propane igniter into the access hole in the oven pan or underneath the oven pan (either way works) and light the oven burner. Again, after the flame is lit you can adjust the flame/heat setting accordingly. The on-board oven thermometer is recommended to monitor/regulate temperature.⁸



Stove / oven with propane solenoid switch (red arrow).

If you are cooking while underway and have something in the oven, we recommend locking the oven door to avoid having something slide out accidentally.

Refrigerator/Freezer

The refrigerator's ON/OFF switch is on the electrical control panel in the main cabin. If it's not already turned on when you arrive onboard for your charter, we recommend you start the unit cooling while still on shore power before leaving the dock. Once it's fully cooled down it retains its temperature very well. We normally leave the fridge on at all times, unless the battery charge gets too low at night (~12.2V) and we can't recharge until the next morning. In that case we turn it off, it will keep food cold overnight.

The top access is great for storing all your food. The front door access is great for drinks and other quick-access items. There's a small freezer section accessible from the top that works well.⁹ Water from the fridge, such as melting ice, drains into the bilge.



Top and front access to refrigerator.



Release locking knob to close top lid.

SAFETY REMINDER – When you open the top, a support arm locks the lid in place. Please be sure to **pull out the locking knob** before closing the lid (see figure).

Microwave

The microwave is in the cabinet above the sink. It runs off AC power and you can use it like your microwave at home when you are on shore power (the AC outlets must be turned on). When running on batteries, the microwave runs off the inverter. Activate the inverter at the electrical panel and turn on the switch for the AC outlets. When running on batteries, use the microwave for simple, short cooking: reheating foods, making popcorn, melting butter, etc. An

⁸ In our experience, the stove can consistently heat to 350° or maybe a bit warmer.

⁹ Keeps our Lopez Island Ice Cream nicely frozen!

alternative is to start the engine and run it in neutral at 1000-1200 RPM while using the microwave to keep the batteries charged. If you do run the engine, please reduce the RPM to idle for a couple of minutes to allow it to cool down, then you can turn the engine off. When done using the microwave, turn off the inverter.

Galley Sink

Hot water for the sink is supplied by the hot water heater. When the engine is running, water is heated automatically and will stay hot for a long time. When connected to shore power, turn on the electric hot water heater switch on the electrical panel. You cannot run the water heater from the house batteries.



Microwave oven.

Storage

All your cooking utensils, cutlery and mixing bowls are easily accessible in the drawers next to and under the stove. Dishes, drinking glasses and cups & mugs are kept in the upper cupboards. Frying pans are under the stove in a small cupboard; larger pans and bowls are stored under the settees next to the wine cabinet and the Nav station. When getting underway, lock drawers and cabinets by pushing their pull knobs all the way in, preventing them from opening accidentally when the boat is heeled.

HEADS, SHOWERS AND HOLDING TANKS

Operating the Heads

Interlude is equipped with push-button, electric flush toilets with built-in macerators in both heads. Both toilets use raw water. The forward head has two rocker switches (see photo). The top button flushes and fills the toilet just like your toilets at home. The bottom rocker button is used to add water to the bowl (left) and to evacuate water (right). We replaced the toilet in the aft head in 2023 and its controls are a bit different (see photo). Add water with the top button and flush the toilet with the bottom button.



Forward head rocker switches.



Aft head rocker switch.

OPERATING TIP: If the aft toilet's pump continues to run after flushing just press the button again to get it to stop.

Sometimes when the boat has been heeled the water intake line will drain and the pump ends up pushing air.

To use either toilet, wet the bowl first using the "add water" button; do your business and flush the bowl. Once the waste is pumped out, wet the bowl again with clean water and fully evacuate. This helps push the waste all the way to the holding tanks and reduces the possibility of wastewater leaking back into the bowl. Travel with the bowl dry and the seat and lid down to prevent water sloshing out into the head.

OPERATING TIP: Offshore sailors have a rule: "Never put anything down a marine toilet that hasn't gone through the sailor first." This includes items like flushable wipes and feminine care products. Please put all soiled paper products in the sealable baggies provided in each head and deposit the baggies in the lined garbage cans provided in each head.

Using the Showers

The aft head provides a stand-alone shower with a folding door affixed to the wall. When not in use, please be sure the door is folded and secured against the wall. The forward head provides a combined sink-shower. Pull out the sink faucet and hang it on the hook next to the door (see photo). Watch that the hose doesn't get caught on any under-sink equipment. Each shower has a **sump pump** to drain the shower (water goes overboard, not to holding tanks). Press the pump switch to remove water from the shower pan (see photo), it will run for about 30 seconds. Activate the pump as needed during your shower to drain water out of the shower pan.

Please use the squeegees provided to remove water from the walls and fixtures, then wipe remaining surfaces dry with your towel. This will protect the wood and help prevent odors.

OPERATING TIP: The showers draw water from the freshwater storage tanks. Experienced cruisers use the "sailor's shower" – get wet, turn off the water, soap up, rinse off.

On warm, sunny days, an alternative to the head showers is the swim platform shower (with hot and cold fresh water) located next to the starboard helm. It's also great for rinsing dirty shoes/feet after going ashore. **Be sure to turn off the ball valve after each use so that the water pump does not continue to run.** The faucet works by pressing the button on the back of the faucet while the ball valve is open. The ball valve can be rotated for hot and cold water and lifted to open or lowered to close. When you are done using the faucet, check that the ball valve is closed by pressing the button to see if the water flow has stopped.

Hot Water

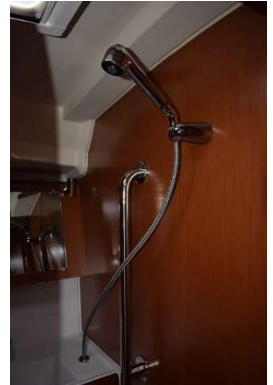
Hot water is stored in an insulated tank located under the aft starboard bunk. It takes about 30 minutes of running the engine to get the water hot. The water will remain hot for several hours. When connected to shore power, you can run the electric hot water heater by turning on the switch on the AC panel to the "ON" position.

SAFETY REMINDER – The engine can heat water to scalding temperatures so please be careful!

Managing the Holding Tanks

Each head has a 20-gallon black water holding tank that will need to be emptied every day or two depending on usage. The tanks are in the cabinet next to each toilet. The tanks are green, and the waste level inside can be seen by shining a flashlight from the top downwards. San Juan Sailing staff will discuss holding tanks, overboard discharge and pump-outs during the charter briefing video you will be asked to watch prior to your arrival. Discharge overboard only where permitted.

OPERATING TIP: Please add a ½ capfull of the "No Flex" marine toilet treatment to each holding tank daily. Add water to the bowl, add the treatment and flush the toilet. There is a container of "No Flex" in each head. Look in the holding tank compartment or in the vanity storage area behind the mirrors.



Forward head shower.



Sump pump switch in aft head.



Cockpit freshwater shower with (1) hot/cold controls and (2) pull-out shower head.

OPERATING TIP: Note that there is no Y-valve to select discharge to the holding tanks or directly overboard. All toilet effluent goes into the holding tanks.

OPERATING TIP: When pumping out the holding tanks, use the small red winch handle (found in the cockpit table storage compartment) to remove / replace the waste tank caps located on the starboard deck above each tank (see photo). The caps screw-out/screw-in; please don't overtighten.

The overboard discharge valve for the aft head is located under a removable panel in the aft starboard cabin below and in front of the hanging locker. Lift the panel to access the valve. The discharge valve for the forward head is located behind the tilt-out storage compartment under the forward cabin bunk. Remove the compartment for easier access to the valve.

The tanks use a gravity discharge system. Tank contents will drain overboard quickly; you'll hear a noticeable "whoosh." If you discharge overboard, use the shower head to add a couple of gallons of fresh water to the toilet bowl, flush the water into the tank, and then discharge again. Overboard discharge is not allowed within Puget Sound, the San Juan Islands and the Strait of Juan De Fuca in US waters, so use a pump-out facility instead. If you pump out the holding tank at a shore facility, fill it with 5 gallons of fresh water through the deck fitting to rinse, and then pump it out again.



*Black water holding
Waste tank pump-out access
ports located on starboard
deck above holding tanks.*



*Aft head overboard discharge valve –
located in starboard cabin under
access panel in front of hanging locker.*



*Forward head overboard discharge valve –
located in forward cabin next to storage
compartment under bunk; the compartment
has been removed for easier access.*

HEATING SYSTEM

Heating System Quick-Start

- **Heating controls:** Located to left of the electrical panel
- **Heater On/Off:** Press POWER button
- **Operating mode:** Rotate the left-hand knob to select operating mode (see below)
- **Temperature setting:** Rotate the right-hand dial to choose your desired temperature
- **Vents:** Located in main cabin and each berth and head; rotate to direct air flow; pivot louvers to open/close vents

Using the Heating System

Interlude is equipped with a Webasto thermostatically controlled forced air diesel heating. The system uses the same diesel fuel as the engine and the heater's fan is powered by the house batteries. The heating unit is in the aft starboard cockpit transom locker under the helm seat.

The heater controls are illustrated in the figure. To turn on heat, press the small ON/OFF power button. When ON the switch will be illuminated and the status light will glow green. Press the ON/OFF button again to turn off the heater. The status light will remain green for a few minutes and the fan will continue to run while the heater cools down.

Set the desired temperature by turning the knob on the right. Select an operating mode using the knob on the left:

- Eco: energy saving mode, conserves fuel and electricity
- Normal: comfort heating
- Plus: fast heating (for cold mornings – switch to normal when the cabin has warmed)
- Fan: fan ventilation only



Heater controls: ON/OFF switch (1), operating mode (2), temperature setting (3).

The heater takes a few minutes to warm up when it is first turned on. Also, a change to the operating mode takes a few moments to become fully effective.

KEEL DEPTH

Interlude has a deep fin keel and draws 7'2", so figure on 8' to be on the safe side. San Juan Sailing strongly recommends that you maintain a minimum of 10'-12' under the keel, both underway and at low tide on anchor.

SAFETY REMINDER: The depth sounder zero datum point is immediately in front of the keel, ~2 feet below the water line, with the keel extending down another 5+ feet or so.

LIGHTING

The salon, cabins and heads are equipped with LED light fixtures. The switches for the small reading lights are located at the top of the units, while the overhead and window lights are controlled by wall switches. The "Cabin Lights" switch on the electrical panel must be "ON" for the lights to function.



Interlude's hull and keel.

The cockpit area has overhead lighting in the companionway arch and blue accent lights at the base of the helm pedestals. The switches for these lights are located on the starboard helm pedestal. There is also a portable lamp for the cockpit table. The table lamp is stored in the salon behind the starboard settee cushion. To use, open the socket cover at the forward end of the cockpit table and carefully insert the lamp into the socket by aligning the pin on the side of the lamp support with the slot. Ensure the lamp support is fully inserted. The switch for the lamp is located on the forward end of the table, just below the lamp.

There is a deck flood light located on the mast below the radar. The switch for the flood light is on the electrical panel. Switches for navigation running lights and the anchor light are also on the electrical panel.

PROPANE

The propane tank locker can be found in the cockpit storage compartment located in the deck between the helms. The propane tank(s) provide fuel for both the galley stove and the BBQ grill. SJS staff check the amount of propane onboard before each charter and refill the tanks as needed.

When boarding, check the propane locker to see if the tank valve is open or closed. If you have any issues getting fuel to flow, the backflow check valve may be activated. To reset it, shut everything off (tank valve, red BBQ valve, solenoid, and the stove burner controls), then open in this order: red BBQ valve, tank valve, solenoid, stove/BBQ burners. We normally leave the tank valve open when onboard, but you can close it as an added safety measure if you wish.

To get gas flowing to the stove/oven and/or the BBQ grill, activate the solenoid switch located to the left of the stove in the galley. A green LED light will appear when the valve is open. Light the stove and/or BBQ when you're ready to use them (see the "Galley" and "Barbeque" sections). When you are done cooking turn off the solenoid switch.



Propane locker with emergency tiller access (arrow), diesel fuel port (right) and aft water tank port (left).

OPERATING TIP – If you need to switch propane tanks, the old rule “leftie-loosie – righty-tighty” does not apply. Rotate the tank-hose coupling to the right to loosen and left to tighten.

SAFETY REMINDER – Propane is heavier than air and will sink to the bottom of the boat if there is a leak in the system. If you smell gas in the boat immediately turn off the stove, shut off the solenoid switch next to the stove, close the tank valve, and open hatches to ventilate the cabin. Avoid using any electrical appliances (to eliminate sparking).

SAILS AND RIGGING

Sailing System Highlights

- **Mainsail:** In-mast furling (new sail installed in 2023) with two reefing marks (vertical black lines on foot of sail).
- **Headsail:** Roller-furling 106% genoa headsail with two reefing marks (vertical black lines on sail).
- **Lines and sheets:** All lines and sheets led aft to cockpit. There is no need to adjust the main or jib halyards. We store them out of the way against the inside foot of the dodger.
- **Deploying:** Beneteau recommends unfurling the headsail first because this will take some pressure off the mainsail and make it easier to unfurl. Experiment to find what works best for you.
- **Reefing:** Recommend reefing when winds reach 15+ knots. We find sailing on the headsail alone in stronger winds very comfortable.
- **Sail trim guide:** Refer to the Neil Pryde sail-trim guide for the Oceanis 41.1 (located in the main cabin) for a very good summary of how to trim and reef the sails on Interlude.

Deploying the Mainsail

Here are the steps we follow to deploy the mainsail:

1. Uncoil and prepare all needed lines – outhaul (red with white flecks), furling line (white & black), mainsheet (grey with black flecks) and boom vang (black).
2. Open the clutch for the outhaul and furling lines. Ease the mainsheet and boom vang. Take 2-3 wraps of the outhaul around the winch and have a winch handle ready to deploy the sail.
3. Put the engine in Idle Forward and keep it there until the sail(s) are deployed.
4. Have the helmsman steer the boat so that the wind is coming slightly over the starboard bow (i.e., close-hauled, starboard tack)



Running rigging lines.

OPERATING TIP: The main favors unfurling and furling from the mast with the sail to port (starboard tack). The sail is easier to deploy, retract and less likely to jam in this configuration.

5. Carefully deploy the sail by pulling smoothly on the outhaul, using the winch handle as necessary, keeping light tension on the furling line. Once the sail is about 1/3 of the way deployed it will be easier to unfurl.
6. Continue to unfurl the main until the aft end of the outhaul sliding “car” on the boom aligns with the black mark on the boom (see photo). The foot of the sail should be taut.
7. Close the clutches for the outhaul and main furling lines. Re-tension the boom vang as wind conditions dictates. Sheet-in with the mainsheet and bear off when you are ready.

Furling the Mainsail

Here are the steps we follow to furl the mainsail:

1. Prepare all the lines (uncoil the outhaul, furling line, and mainsheet). Start the engine, place the transmission in “Idle Forward.”
2. Ease the boom vang and mainsheet; take 2-3 turns of the white & black furling line around the winch; open the outhaul and furling clutches. Have a winch handle ready.
3. Have the helmsman steer towards the wind with the wind coming slightly over the starboard bow (close hauled - starboard tack). Pull on or winch-in the furling line while maintaining light to medium tension on the outhaul. Have a crewmate keep an eye on the sail as it furls to ensure a smooth wrap without wrinkles as it goes into the mast.
4. **Stop furling when the vertical black mark near the clew of the sail reaches the mast.** This will leave ~1 ft. of the sail at the clew visible and sticking out of the mast (see photo).
5. Tension the mainsheet, close the clutches for all lines, coil and store the lines in the hanging storage bag beneath the winch. The mainsheet is very long; we just coil it and hang it over the winch.



Outhaul car deployed to black line on boom.

Reefing the Mainsail

Reefing the mainsail follows the same furling instructions given above. Note the two vertical black marks at the foot of the sail near the mast – these are your reefing marks. The first vertical mark = one reef point, the second vertical mark = 2 reef points. Furl the sail and adjust the amount of reef as needed for wind conditions. As you furl the main watch the sail carefully to avoid wrinkles in the sail as it enters the mast. Tighten the outhaul to flatten the bottom of the sail.

OPERATING TIP: In strong winds (20-25+ kts) we find sailing on the headsail alone to be efficient and more comfortable, especially if we are sailing on a close reach or close hauled.

Deploying the Headsail

Check the position of the jib sheet carts on the deck and adjust for wind conditions as needed (aft to flatten the sail in stronger winds, forward to add curvature in lighter air; refer to the Neil Pryde Sail Trim guide for optimum positioning of the carts). To deploy the headsail, open the clutch on the furling line cleat (aft port deck near the jib winch) and uncoil the furling line. Have the helmsman steer the boat so it is on a slight starboard tack. Unfurl the headsail by pulling on the port jib sheet while keeping light tension on the furling line. Use the winch to trim the headsail, cleat it off on the winch, and sail away. Take up the slack on the furling line and close the locking cleat on the deck.



Furled mainsail & headsail - note mainsail clew exposed and one wrap of jib sheets around genoa.

Furling the Headsail

Prepare the jib furling line and jib sheets (uncoil the furling line, remove the unloaded jib sheet from the winch). Open the clutch on the furling line cleat. Have the helmsman head into the wind on a slight starboard tack and release the loaded jib sheet from the winch. Furling is easy without the winch but use whatever method works best for you.

Furl the headsail while maintaining light pressure on the jib sheets – this will keep the wraps snug. Furl until the sheets wrap around the forestay once. Coil and hang the furling line from the port safety line. Be careful not to allow the line to fall in the water.



Mainsail reef marks.

Reefing the Headsail

Reefing the headsail follows the same procedures as furling. There are two reefing marks to guide you as to how much sail to take in. Once the headsail is reefed tension the furling line and close its cleat.

SAFETY REMINDER – When done sailing (and after departing a dock), be sure to coil and store all lines, taking special care to make sure no lines can go overboard and foul in the prop.

SWIM PLATFORM

Interlude is equipped with an electric swim platform. It's a great place to relax, and it makes loading and off-loading the dinghy or kayaks easy. The controls for the swim platform are located on the starboard helm pedestal (see figure).

Don't sail or motor with the swim platform open; it's designed for use when anchored, on a mooring ball or docked.



Reefing marks on genoa.

To open / close the platform, press the button on the sliding lock bar on the starboard side of the deck, behind the starboard helm. Slide the lock bar to the right. To lower the deck, depress and hold down the **red** button on the rocker switch located on the side of the starboard helm, then simultaneously press and hold the bottom of the rocker switch (to open) or top (to close). When closing the platform make sure the swim ladder is secured and watch the safety gate lines, which can get caught between the deck and the hull; move them out of the way as necessary. Close the sliding lock bar after retracting the platform and close the safety lines.



Swim platform controls (red arrow) – the other switches control cockpit lighting.



Swim deck remote fob (stored in Nav table).

Deploying the swim deck.

There is a remote-control fob for the swim deck in the Nav table, useful for closing/opening the deck for security when leaving the boat.

TABLES

Interlude's two main seating areas each have a folding table – the cockpit and the main cabin, which are great for entertaining or playing games.

Cockpit Table

The cockpit table has two leaves that lift up and fold down, with dual latches that lock it in place. They engage when you lift the leaf, and release when you reach under the table and depress the two latches simultaneously. The forward compartment is an insulated cooler with drainage for ice and drinks. The aft compartment is useful for storing items.

Main Salon Table

The salon table has two wings that create a spacious dining area. Supporting brackets swing out to support each wing and click into place to secure the tabletops. To fold down a wing, gently lift it a few millimeters, swing the brackets into their stored positions, then lower the wing. There is built-in wine storage in the salon dining table as well; pull up the cover insert and you'll see the storage area (it's a French boat, after all).

TOOLS AND SPARES

We've provided a tool kit and a collection of spare parts that might be needed to make repairs. These are listed in the boat inventory in the Charter Manual. The toolkit (grey case) is in the settee storage area under the electrical panel. Additional tools, spare parts, and manuals are located under the main salon seat on the starboard side.

WATER

Fresh Water Tanks

There are two freshwater tanks on *Interlude*:

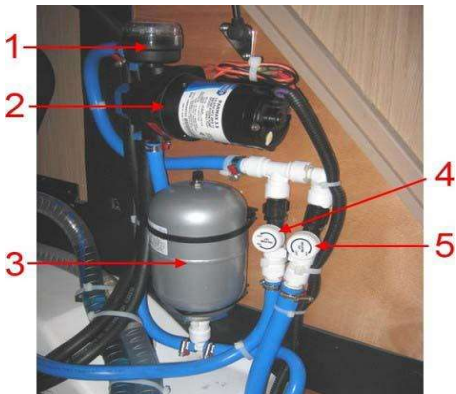
- The aft tank (Tank 1) is under the aft starboard berth (capacity = 53 gallons). The fill port is in the propane locker located in the aft deck cockpit between the helms (indicated by the red arrow in photo).
- The forward tank (Tank 2) is under the forward berth (capacity = 87 gallons). The fill port is on the forward port deck. We typically use this tank first, then switch to the aft tank.
- The water tank gauges are on the electrical panel. To switch tanks, find the water control unit in the engine compartment, lower right-hand side. The tank valves are labeled Tank 1 and Tank 2 (shown in photo below). When switching tanks, you'll hear the water pump run as it pressurizes the lines.



Aft water tank fill port (red arrow).

There are two 50 ft. freshwater hoses stored in the aft starboard cockpit transom storage area (under the helm seat). When filling the tanks, be sure you are using **potable water**. Both fill ports have a **blue** ring around them.

OPERATING TIP: Only have the valve open for one tank at a time. If both valves are open, you could accidentally drain both tanks and run out of water.



Water system controls in engine compartment.

1. Water filter
2. Water pump
3. Expansion tank
4. Supply valve - Aft tank (Tank 1)
5. Supply valve - Forward tank (Tank 2)

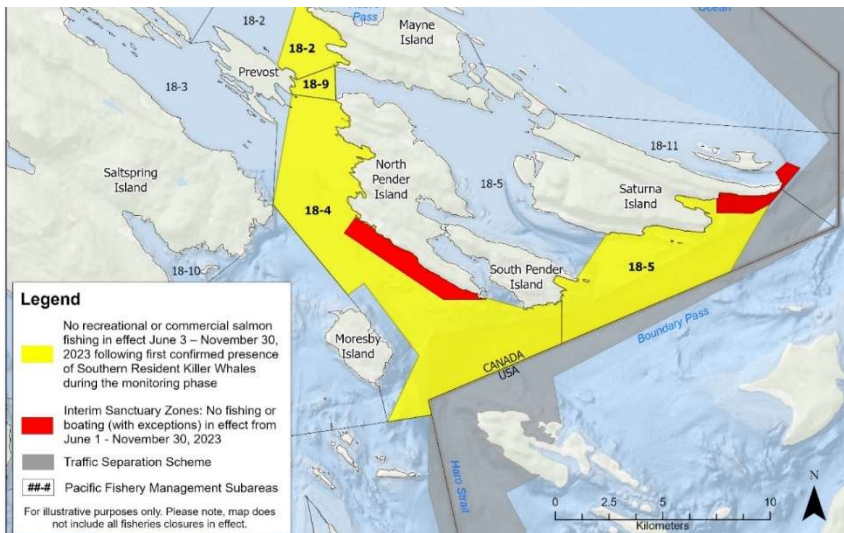
Hot Water

When the engine is running, the water heater operates by heat recovery from the engine cooling system. The heater also runs off the AC electrical supply when you are connected to shore power. Turn "ON" the water heater switch on the electrical panel when connected to shore power to heat water. The water heater is very efficient – it will heat water relatively quickly (30+ minutes) and the temperature is quite hot, so adjust the hot-cold mix as desired (this applies to the cockpit shower, too).

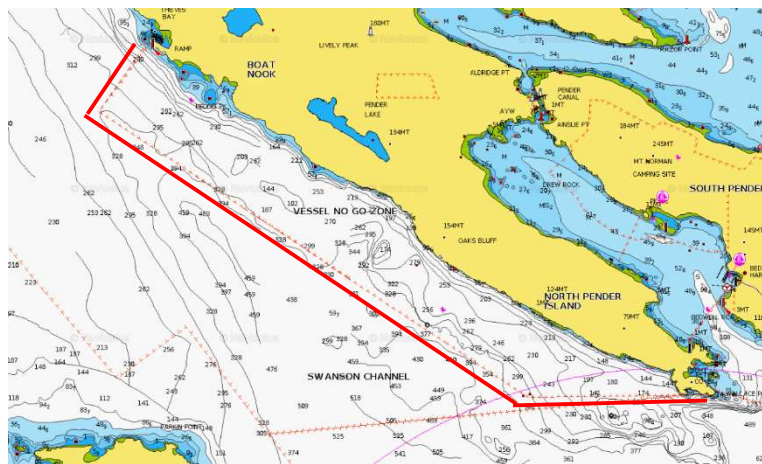
WHALE WATCHING

Our Orca Whales are a wonderful part of our local family. However, they are having a difficult time surviving due to declining salmon runs. Orcas use echo location to find and catch their food. Therefore, noise pollution from boats and ships makes it harder for them to thrive. To decrease human impact, both the Canadian and US governments have implemented rules boaters must follow when in the vicinity of the whales. SJS provided you with a summary of these rules in the packet you received when you arrived to start your charter, and there is more information in Section 10 of the white charter reference 3-ring binder onboard Interlude. In general, stay at least 400 ft. away from the whales. If the Orcas come to you, shut down the engine and turn off the instruments (assuming this is safe to do). Orcas can hear the pings of the depth sounder and the only way to silence it is to turn off the instruments.

There are two areas in British Columbia waters that the Canadian Government has designated as NO-GO ZONES where boats are not allowed to transit (marked in red in the first figure below). These were included in your packet, and they are displayed on the Zeus 3S charter plotter. The second figure shows a screen shot from the Zeus 3S of the chart for the zone along the southeast coast of North Pender Island (red lines have been added to help point out the dashed lines shown on the plotter). Note that this is just west of Bedwell Harbor where you can clear customs, so be sure to avoid this area when entering or leaving Bedwell.



Canadian No-Go Zones (red areas) where boats cannot transit.



North Pender Island No-Go zone (marked in red).