

NOTES FROM THE OWNERS OF “BULA”

Welcome aboard “Bula”. Bula is a brand new 2010 Ranger Tug 25. “Bula” means “heartfelt welcome” in Fijian, like “Aloha” in Hawaii, and is often said loudly with emphasis. So, we welcome you with a hearty “BULA!” to your new home for the duration of your stay. Thank you for sharing the joy of our boat, and we wish you safe and joyous travels.

We hope that you will appreciate the gear and equipment choices and that you will enjoy cruising with her as much as we do. You will find Bula is very maneuverable and easy to pilot in tight areas.

Our 3 favorite things about Bula:

- 1. Economical cruise or “get there fast” at 18 knots;*
- 2. Simple Operation;*
- 3. Surprising amount of amenities and comfort for her size*

Bula’s primary nuances (which will be discussed in greater detail in our notes):

- 1. Use of thrusters (bow and stern)*
- 2. Docking*

You will undoubtedly get lots of compliments and interest in the Ranger Tug, as we have experienced. We’re immensely pleased with this fine vessel and look forward to sharing her with you, our guests. We hope you’ll love her as much as we do and we thank you for taking special care of her.

Calm Seas!

Tobin and Denaë Cooley, Owners

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Bula Specs:

Year: 2010

LOA: 27'

LWL: 24'6"

Beam: 8'5"

Draft: 26" (!)

Displacement: 5,750 lbs (dry)

Height above WL: 14' (with antenna), 11'6" without

Fuel: 75 gal.

Water: 30 gal.

Holding: 30 gal

- 1. Anchors.** Bula is equipped with two anchors, one forward and one in the center locker under the v-berth . The primary bow anchor is a 16# Lewmar Claw (Bruce) with 50 feet of 5/16” chain and 200’ nylon rode. The chain is marked with yellow paint at 50 foot intervals. One mark @ 50 feet, two marks @ 100 feet, three marks @ 150 feet, etc..

The **secondary stern anchor** is a 16# Danforth with 200 feet of nylon rode unmarked.

The **stern tie line** is a 300 foot length of line for stern ties in the aft cockpit locker. (Please do not cut the line; it is all needed for certain places in Desolation Sound.)

The scope to use in the islands is 4-to-1. Most coves are 15’-30’ deep, so expect to pay out about 60’-120’ of rode. After you have paid out the suitable amount of rode, a couple of in and out reverse (idle speed) sets the anchor and tests its holding power.

For storm conditions, extend scope to 7 or 10-to-1 (200’ in 20’ of water), provided you have room to leeward. Otherwise, set two bow anchors (using the secondary anchor, chain and rode) in a v-type pattern for extra holding power.

- 2. Anchor windlass.** Power is received from the engine start battery. Always operate the windlass while the engine is running! Otherwise, the windlass will drain the start battery. The breaker/fuse for the windlass circuit is located in the port side v-berth storage area under the berth. The up-down controller for the windlass is located on foot pedals located @ the bow and, very conveniently, on the control panel to the right of the wheel.

A. Deploying the Anchor:

Come to a complete stop before releasing the anchor from the bow. Drop the anchor slowly off the bow roller and into the water. Determine the depth and let out enough chain to allow the anchor to hit the bottom. Inform the helmsman to reverse the engine in idle only and pay out the chain and rode until you reach the desired scope (Usually 4 to 1) Make sure to take into account the tide and how much the water is going to rise or fall. Using a combination of reverse and neutral, gently tug on the anchor until it is set. Perform an anchor watch for about a half an hour and you should sleep well.

B. Retrieving the Anchor:

When retrieving the anchor, never use a windlass to pull the boat forward to where the anchor is set. (The windlass is not designed for it, would be a large draw on the batteries, and might cause serious damage to the attachment base.) Instead, head the boat under power toward the anchor while using the windlass to take up the slack in the chain. Take your time, the anchor chain will bunch up under the windlass and you will need to push it down to the bottom of the chain locker to prevent the chain from jamming in the windlass.

C. Securing the Anchor:

Once the anchor is on the bow roller, be sure to secure the anchor with the “snubber” line. Snap the line through a link in the chain nearest the anchor, then tie the line to the bow cleat. (The chain over the wildcat on the windlass should not be the only thing keeping the anchor from unexpectedly returning to the sea bottom!)

- 3. Barbecue.** The propane BBQ utilizes the small propane canisters, stored in the aft transom locker. (With the lid on, the BBQ tends to be hot and cook quickly, so tend meat often.) As a courtesy to the next guest, please use the wire brush attached to the BBQ to clean it after use.
- 4. Batteries & Charging.** For normal operations, leave all battery switches on. There are a total of six batteries, four for the house, one for the thrusters, and one for engine start. A battery combiner isolates the start battery, assuring all batteries are charged, while protecting the engine start battery from draw-down by house usage.

Battery voltage can be checked on the electrical panel at the helm (starboard side above the AC panel). The starting battery, thrusters, and the house battery bank are selected via a switch to determine voltage. #1 is the START BATTERY, #2 is the HOUSE BANK and #3 is the THRUSTER BATTERY. You should try not to discharge below 12 volts before you start re-charging the batteries by (a) running the main engine or (b) plugging into shore power with the charger breaker “on”.

- 5. Berths.** Bula will sleep a maximum of 5 people - two in the forward cabin; one in the port aft cabin, and two people on the dinette table (converts to a double berth) The forward berth is 7’ long, 6” wide at its widest. The aft berth is 8’ long, 4’4” wide. The converted dinette is 6’ long, 4’ wide

Converting the Dinette into a Double Bed. This works best with two people, one on either side of the table seated on the seats. Pull up on each side of the table, then remove legs (they’re attached by twisting them out of the threaded bases). Lift the table and allow it to come down and rest on the molded fiberglass supports on both sides of the dinette. Place the custom table-shaped cushion on top of the table.

- 6. Bilge pumps.** Please check the bilges each day, morning and evening. The aft bilge area is accessed easily by lifting the cockpit hatch and looking at the area behind the transmission and under the shaft. The other bilge is at the forward end of the engine area under the step at the main access door.

Electric on-demand bilge pumps are automatic, with individual circuit breakers at the DC Panel located on the starboard bulkhead ahead of the helm station. The on position at the breaker panel

is the manual on mode and will run continuously until switched off. The OFF position at the circuit breaker is actually the automatic position and will cause the pump to be controlled by the float switch.

- 7. Dinghy/Davit.** Bula has a rigid USCG life raft rated dinghy, called a “Portland Pudgy”. This boat is easy to row, easy to handle, and even has a wheel on the stern for pulling along hard surfaces. It has a 2 HP Honda outboard. The oars are stored in a watertight hatch in the starboard pontoon area. Bula is equipped with a custom, easy to use davit system. To operate, follow the directions below:

Lowering:

- The winch is located in the aft cockpit locker.
- Attach the winch handle to the port side of the rear entry door, and secure with pin.
- Switch the small lever on the left of the cam to let out the line. Let out enough line to reach the dingy.
- Attach to metal eye on top center of dingy.
- Detach the stand-offs, and carefully place them in the cockpit.
- Let out the line until the dingy is in the water, and let out just enough more to allow you to step into the dingy and unclip the line.
- While standing on the swim step, slide back the davit tops and lift the boat out while holding on to the painter.

Raising:

- Bring the dingy close and attach one davit, then pull yourself in to attach the second davit. Often it helps to have passengers step onto the swim step so its easier to maneuver the dingy onto the davit.
- Attach the line from the winch
- Switch the lever on the winch and begin raising the dingy. Sometimes it helps to put tension on the line to get the winch working. Pull the line with your free arm until it has enough tension from the dingy.
- Once the dingy is raised, re-attach the stand-offs and unhook the line.
- Store the winch in the aft locker.

Please take special care when beaching the dinghy (refer to the dinghy beaching procedure in your charter guest book). Most of the beaches you will land at are strewn with barnacle-covered, bottom-slicing rocks. When approaching the shore, weight the dinghy aft by leaning or moving the crew toward the back of the dinghy. Then offload everyone over the bow. Also remember to secure the painter under a rock or to a large driftwood log – we have very large tidal fluctuations (so your dinghy won't float away).

IMPORTANT: To avoid fill up and fuel charges please **REMEMBER** to top off the dinghy fuel at the end of your charter when topping off the boat at the fuel dock.

8. Bimini.

- Remove the bimini cover
- Unwrap the bimini and attach the snaps and sliding attachments to the cabin top. It is best to attach the sliding pieces first, then snap. The sliding pieces are ridged to allow them to slide into a “tunnel” on the aft portion of the cabin roof.
- Open the bimini and connect the aft attachments via pins on the transom.

9. Electrical Panel.

The AC Electrical Panel is located to the right of the helm station. Most switches at the panel board are self-explanatory, but some circuits are unique. The circuit breakers marked STOVE and AC are not used

A/C (120V) Power. The A/C outlets will only function while connected to shore power. Using the small inverter in the cigarette lighter will work for smaller electrical items like charging cell phones, the DVD/TV, and the like.

Battery Charger. The Battery Charger breaker must be turned “on” for shore power to charge the batteries. And, the A/C Outlets breaker must be “on” for the plugs to be live.

Chart Plotter/Radar. The circuit breaker is labeled. Use the breaker and the power button on the unit itself. There is a hand book on board discussing the operation of the Garmin Unit.

Cabin Lights. There are circuit breakers for the cabin lights and the v-berth lights. Also there are switches for the lights at the helm and at the entry door.

Water Pressure. This pump pressurizes an accumulator located beneath and it shuts down when the tank is at “working pressure”. If you don’t hear the pump start up when you turn it on at the circuit breaker on the DC panel in the companionway, hopefully it means that the system is at working pressure – you should hear the pump start again after you use some fresh water.

DC DISTRIBUTION PANEL Several functions including horn, running lights, anchor light and windshield wipers are controlled by rocker switches on this panel.

NAVIGATION LIGHTS A three position rocker switch with **NAV LIGHTS** on when the switch is moved to the top position and **ANCHOR LIGHT** on when the switch is moved to the bottom position. Middle position is the OFF position. Please be advised that night passagemaking is not permitted under terms of your agreement with San Juan Yachting. Only use in cases of reduced visibility (like fog or on the rare days in the Pacific Northwest when there's heavy overcast).

HORN Right hand rocker switch operates the electric horn.

10. Electronics. The Garmin touch screen GPS/chart plotter/radar is an all-in-one screen. It has the g2 card which has satellite maps superimposed over the chart, which is a fun way to see where you are going. Also, it shows a camera icon which can be touched to see pictures of harbors, places of interest, etc. It is very simple to use, and a manual is on board in case you want to make use of the more sophisticated features. The basic operation is to turn it on, select the chart screen, and go. Zoom, moving around on the screen, etc are via touch screen buttons. Using the “navigate to” feature is accessed from the home screen and is a matter of spelling the location. You can also navigate to a location from the chart screen by touching a location and using the menu to “navigate to”. The radar must be turned on from the home screen. It can either overlay the chart or be on a split screen.

A. Cellular Telephones. Bula is equipped with a 12-volt cigarette lighter type outlet that may be used for recharging your cellular telephone, or you can use the inverter while underway, or the outlets when on shore power. The 12-volt outlets are located at the helm and first mate station.

B. Depthsounder:

The digital depthsounder will not give accurate readings beyond 400'. In deeper water, the sensitivity on the unit increases as the transducer tries to get some reading back. Consequently, you will receive many false readings caused by currents, changes in water temperature, fish, and seaweed. Use the depthsounder only as an aid to navigation in shallow water.

IMPORTANT: *The key to avoiding rocks is NOT the depthsounder – but knowing where you are at all times. (Rocks are the greatest navigational and safety hazard in the islands – but they are all clearly marked on the charts.)*

We do not recommend using the depthsounder's alarm during night. It's likely to sound at inappropriate times such as late at night while fish are passing beneath the transducer. (Instead, consult the onboard tide data to determine whether you're anchored in a safe location, considering how shallow your depth will become when the tide ebbs out of your anchorage in the middle of the night.)

C. Radar & Chart Plotter:

We recommend that in addition to using your PRIMARY navigation aids – namely, the Maptech waterproof chart book or the roll charts (with the most active “killer rocks” marked in red) – up at the helm while underway, you also utilize the chartplotter for added safety. It helps you to see if you are where you think you are on the chart book or paper charts. If someone asks, “Where are we?” Within 5 seconds, you need to be able to point to the chart and show them the vessel’s precise position. If you can’t, you’re in danger of hitting a rock.

The only time when the chartplotter becomes your primary navigation tool is when you’re in a “tight spot” like going through a narrow pass or approaching the entrance to a secluded cove. (With the chartplotter, you can “zoom in” to make something that’s the size of a dime on a paper chart into the size of a paperback novel or larger on the screen. You can see more detail and, importantly, any hazards in the area. Your boat’s position on the chartplotter is accurate to within 3 meters – about 10 feet.)

You should have little need of the radar except for the highly unlikely event that you are suddenly enveloped by fog, which is rare in this area. The fog that we’ve encountered in the islands usually forms in the wee hours of the morning and burns off by mid-day. So if it’s a little soupy after breakfast, we put on an extra pot of coffee until it lifts. Never depart from a safe location into the fog! To do so, even with radar, would be contrary to prudent seamanship. FYI – Fog becomes “reduced visibility” when you can see ¼ mile (about 4 football fields) in all directions. It is safe to proceed CAREFULLY in reduced visibility using your radar to “see” beyond the haze, but be sure to look up from the screen about every 10 seconds and use your eyes to scan the horizon forward, behind, and side to side. A motoryacht, tanker or freighter traveling at 20 knots takes only 39 seconds to travel ¼ mile! You need to see these fast-moving vessels sooner-rather-than-later so you can prepare, if indicated, to quickly take evasive action to avoid an impending collision.

D. Knotmeter. GPS input to the chart plotter provides an alternate and quite accurate speed indication called SOG (speed over ground).

E. VHF Radios: There is one VHF radio at the helm. Push and hold the power button to turn on and off.

You should monitor channel 16 (the hailing and distress channel) during your cruise. After establishing contact on channel 16, switch to working channels 68, 69, or 80. Scan the weather channels for the one with the best reception before sailing in the morning and prior to anchoring for the evening. This is generally a light wind region but weather changes can be sudden. Listen for the “inland waters of western Washington” or “Camano Island to Point Roberts”. Both cover the San Juan Islands. You will also hear “Strait of Juan de Fuca” (south of the San Juans), “Georgia Strait” (north), and “Rosario Strait” (runs through the eastern part of the San Juans). San Juan Yachting monitors

channel 80 during office hours (closed Sundays). By phone you can reach the San Juan Yachting office at (800) 670-8089 or SJS's owner, Roger Van Dyken, at (360) 224-4300 (cell) or (360) 354-5770 (home).

11. Emergency / Safety.

Flares. Visual day/night distress signals are located under the port side fore settee bench..

Fire Extinguishers. There is one fire extinguisher, located in the port side berth on the aft wall. There is another fire extinguisher mounted at the galley on the head bulkhead.

Life Jackets. PFDs are located in the port side berth (hanging) and extras are in the starboard side lazarette in the cockpit. A Type 4 cushion PFD is stored in the rear of the port side area.

12. Engine. Starting—

1. Check the oil level. The dipstick is accessed by opening the entry step in the salon. Oil is filled via the large cockpit hatch. **Do not overfill.** Use the onboard spare oil to add no more than a cup at a time. Then check the level again. Overfilling is a bad thing to do to a diesel. The excess oil will escape somehow, perhaps by blowing the head gasket. Also, if the dipstick indicates no oil the first time you check it, reinsert and try again - the correct level will show when the air lock bubble is broken. Expect the oil to be blacker than that of a gasoline powered automobile engine...this is normal for a diesel after only a few hours of operation.
2. Check the coolant level...anywhere between the two lines on the overflow reservoir is "good". The coolant reservoir is located in the engine compartment on the bulkhead at the starboard rear of the area.
3. While you have access to the front of the engine, check for leaking fluids. Look over the stern for things that could foul the propeller.
6. Make sure the gearshift is in neutral.
7. Insert the key and turn it clockwise one click until the beep stops.
8. Turn the key further to start the engine. Expect the engine to start in 2 seconds or less. If the engine doesn't start after 5 seconds of cranking, turn key to the left and remove it. Wait 15 seconds and try again.
9. After the engine starts, release the key, check for water gurgling out the exhaust.
10. While the engine warms, check your fuel level on the Yanmar engine guage. Also check and record your engine hours. Fuel gauges sometime stick but hour meters seldom lie.

Please allow 5-10 minutes of warm up before placing a load on the engine. It is very hard on diesels to be placed under load when cold.

Operation. 150 HP Yanmar engines are very reliable. Cruising speed is **8-17 knots**. Fuel consumption is approximately 2.4 miles per gallon anywhere from 8-15 knots, and she will sip 1.5 gallons per hour at around 6-8 knots.

To avoid the possibility of sucking air or sludge when the fuel level approaches 1/4 of a tank, refuel when the fuel drops below 1/2 full and before it reaches 1/4 full.

Engine Overheat. *If the buzzer sounds while the engine is running, about 999 times out of a thousand it's no more serious than eelgrass plugging up your raw water strainer. The best upfront solution to this problem is prevention—keep an eye peeled 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 jams at the raw water strainer.*

To clear the eelgrass from the raw water strainer, open the cockpit hatch, close the RAW WATER SEACOCK, unscrew the clear bubble top of the strainer, remove the foreign material, screw the clear top back on the strainer and open the RAW WATER SEACOCK. Then restart the engine.

If upon restarting the engine overheats again, check the strainer again to make sure its drawing water in to about 3/4 full. If not, grass could be plugging the opening in the hull. This requires diving under the boat to remove the eel grass, so you should call San Juan Yachting.

If the above fails to solve the problem, call San Juan Yachting for assistance.

There may be other reasons you hear the buzzer. If you lost oil pressure, the oil icon warning light 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 San Juan Sailing. 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 and if none is seen, add enough to reach the top level line on the bottle. And check the bilge for a light green liquid. If found in the bilge, call San Juan Yachting. 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 raw water won't circulate and cool the engine. (Replacement belts are located 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 Yachting if you suspect you have an impeller problem.

Engine Shutdown. First bring the engine to idle and the gearshift to neutral. Allow the engine 5 minutes to cool down.

- 13. Fuel Tank.** (75 gallons.) The engine consumes 2.4 of fuel per hour @ 8 knots, 5 gph @ 14 knots, 7.3 gph @18 knots The **Fuel Fill** is located on the transom left of the transom gate and has a twist

off cap marked **DIESEL**. The vent is just to the left of the fill and must be monitored during the filling process.

Please be very careful when fueling. It takes only a few drops of diesel fuel in the water to create a sheen and subject you to a Coast Guard fine. Fill carefully. Check the side vent and, with soap, wipe up any excess fuel to avoid yellowing the stern and polluting the water. Also be very careful of drips when removing the hose. Diesel and shoe bottoms are a very slippery and dangerous combination. After wiping, please use soapy water to scrub down any drips so it does not stain the fiberglass.

Note: Unlike automobile fuel gauges, fuel gauges on boats are notoriously inaccurate. Therefore, whenever the fuel level drops below ½ full, you should refuel at your next opportunity. NEVER let the fuel level fall below ¼ full or you're in danger of running out of fuel. (Towing and the cost of a mechanic to bleed the air from the fuel lines is an expensive proposition for a charter guest.)

14. Generator.

No generator on board. However, the four house batteries have worked well for up to three days without running the engine, since the power consumers draw very little current. Running the engine under load for an hour or longer will bring the batteries up to near full status.

15. Head & Holding Tank. Bula has a 30-gallon holding tank, and it will need to be emptied at least every two days. There is no warning light or indicator of the status of the holding tank so remembering to pump out or macerating the contents is very important. (San Juan Yachting staff will discuss holding tanks, overboard discharge and pumpouts upon your arrival.)

***If the toilet pump starts to resist your flushing effort, don't force it!** Exploding or leaking sewage is most unpleasant! Search out the problem and correct it. Bula has a macerator pump to push waste out of the discharge port on the transom, or can be pumped overboard as appropriate using the Y-valve selector in the cockpit cabinet (aft cabinet, through the access hatch on the sole of the cabinet – a bit tricky to reach).*

If you pump out the holding tank at a shore facility, please fill it with about 5 gallons of fresh water through the deck fitting to rinse, and then pump it out again. Thank you!

Remote cruisers have a rule: "Never put anything down a marine toilet that hasn't been eaten first." And that, of course, includes feminine items. In fact, remote cruisers do not even put soiled toilet tissue down a marine head. They simply deposit soiled toilet tissue (and feminine items) in a receptacle such as a waste basket with a liner bag or a ziplock baggie, but not down the toilet. We and San Juan Yachting highly recommend you follow

this rule. And since we've been recommending this, we've had almost no incidents of plugged heads!

- 16. Heater .** The diesel-fired Wallas stove/cabin heater will make the interior “toasty” within a reasonable time. The heater control is the same as the stove control: turn it on and it will fire up. By putting the lid of the stove down, a fan is started, which blows hot air over the hot surface. Note: It takes about 10 minutes for the heater to “cycle up” and get hot. After turning off the stove, the fan will continue to run for about 5 minutes while the unit is cooling down. The heat is dry, comfortable, and on those rainy days or cool evenings, makes a huge difference in cruising comfort! The combination HEATER/STOVE has a separate 2.5 gallon diesel tank located in the starboard lazarette. The quantity of diesel in the tank must be carefully monitored because there is a long process to prime the unit if the tank has been emptied. Topping off this tank is the responsibility of the charter guest when the fuel tank is also topped off, or more often if necessary.

When it's cool, we recommend warming the boat before turning in for the night, with the last person to go to bed instructed to turn the diesel heater off before retiring. (Otherwise, the boat will get too hot and the electric fan in the diesel heater will drain the house batteries.) Then, the first one up in the morning can simply turn the cabin heater back on. If the stove/heater does not turn on after 5 minutes, Turn off and wait for 5 minutes for it to reset, and turn it on again.

- 17. HEATERCRAFT HEATER. BULA** also has a **HEATERCRAFT** heater that utilizes the main engine cooling system to heat the main cabin/helm station when underway. The control is located on the starboard side above the AC Panel. The temperature is constant but the airflow can be controlled by the three speed fan control. The operation is similar to a common automobile heater.

- 18. Inverter.** The A/C outlets will only function while connected to shore power. Using the portable 200W inverter plugged into the cigarette lighter will work for smaller electrical items like charging cell phones, the DVD/TV, and the like.

19. Refrigerator / Freezer.

The well-insulated refrigerator must be turned “on” at the electrical panel. The temperature thermostat control dial (with 1 through 7, 7 being coldest and will probably freeze your lettuce) is located inside the refrigerator. There is a small freezer compartment in the refrigerator.

We recommend running the refrigerator at all times to avoid it becoming smelly. You may want to turn the thermostat down to “3” (the medium setting) at night. This will help conserve house battery power. Then turn it back up to “5” or “6” during the day.

20. Shower / Sump Pump.

Hot water is stored in the insulated tank. It takes about 15 minutes of running the engine under load to get the water hot. When on shore power, you can heat your water electrically by turning the “water heater” switch on the A/C panel to the “on” position. It takes about an hour to heat the water electrically.

CAUTION: The engine heats water to scalding temperatures! So please BE CAREFUL!

The sump pump for the shower is automatic.

Experienced cruisers know the sailor’s shower: get wet, turn off the water, soap up, rinse off. (If the shower basin overflows, you’re using too much water.)

21. Spares. Bula is equipped with the following spares: [see attached list]

22. Stove / Oven / Microwave.

The diesel stove has two burners, both of which are on when the unit is in operation. Operation is as simple as turning on the switch below the unit with the heat setting to high, and once its working adjust the heat setting as needed. The diesel for the stove is in a separate tank in the starboard cockpit lazarette. See the HEATER operation.

23. Underway

Bula is very simple to operate underway. The only thing to be aware of is that due to her relatively light weight, she will take more concentration piloting in large following seas (above 4'). She is very seaworthy, however, and has been tested in 10-15 foot waves with no problem.

24. Water Pressure & Tanks.

Water pressure. The fresh “water pressure” circuit breaker is located on the DC Panel. The water tank level indicator is located at the helm station on the right side towards the top.

Water tanks. Bula has one water tank, which holds 30 gallons. The water fill is on the deck at the beam on the starboard side with a twist cap marked WATER. The vent is just forward and below the fill opening.

25. RAW WATER WASHDOWN.

Outlet for raw water wash down is located on the port side of the center console in the cockpit. The pump ON/OFF control is located in the same area. The raw water pump and strainer is located in the engine compartment starboard side toward the rear with the pickup connected to the main engine raw water strainer.

State parks have no pressurized water to refill tanks, but all points of civilization do. If your crew does not let the water run continuously while they brush their teeth, shave or shower, you shouldn't need to refill too often.

* * *