



Dear Charter Guest,

Welcome aboard Cecilia!

Cecilia is a beautiful 2006 Tartan 3400. Her fine craftsmanship and modern yet classic lines are sure to delight the eye as well as provide a fantastic sailing experience. The Tartan 3400 was designed for performance and ease of sailing with a carbon fiber mast, light weight yet high strength epoxy hull, carbon fiber pocket boom for simple mainsail stowage and an especially enjoyable self-tacking jib for ease of single hand sailing. It is a boat that provides relaxation and secure sailing while the beauty of the San Juan and Gulf Islands unfold before you.

It is our hope that Cecilia will provide you with hours of pleasure and contribute to relaxation and the creation of pleasant memories.

Stan and Rita Jacques

Owners

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BOAT SPECIFICS

Year:	2006
LOA:	34'5" "
LWL:	30'5"
Beam:	11'11"
Draft/Keel Depth:	6'6"
Mast Height above WL:	52'6"
Fuel:	25 gallons
Water:	60 gallons
Holding Tank:	20 gallons

Anchors

Cecilia is equipped with two anchors, one forward and another located in a blue duffle bag in the lazarette. The primary anchor is a Bruce, which we find holds well in a variety of conditions. The secondary is a Fortress which is smaller and has slightly less holding power than the primary, but perfect for a stern anchor. The Bruce chain length is 300' with red marks every 20' as well as one white mark at 50', two white marks at 100' and three white marks at 150'. The Fortress which is in a sail bag in the lazarette has 15' of chain and 200' of rode.

The stern tie line is a 300 foot reel of line for stern ties in the lazarette. (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 for the highest water depth you'll encounter in the spot you choose to drop anchor. Check your tide data....know how much water you may lose or gain during your stay. 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, 2 minutes of idle reverse both sets the anchor and will test its holding power. Note other boats and points of reference on land. Are you moving? If not after 2 minutes, you've set your anchor successfully. If you are still concerned, throttle up to about 1500 RPMs in reverse for another 30 seconds to prove to yourself that the anchor is set.

For storm conditions (sustained winds of 25+ knots) extend your scope to 7 or 10 to 1, provided you have room to leeward. Otherwise set two bow anchors, using the Fortress anchor as the secondary in a v-type pattern for extra holding power.

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 battery. The breaker (the "on " and "off" switch) for the windlass circuit is located on the port side of the navigation station seat. The windlass is operated by a remote (located in the navigation station) which you may plug into either of two locations. The first is in the helm near the autopilot. The second is in the anchor locker itself. We prefer to use the plug in the anchor locker for better visibility and control. Please remember to recap the outlet when finished to prevent corrosion. A manual anchor crank is located in the navigation station in case the remote or electric motor in the windlass fails.

Deploying the anchor

With an electric windlass, it is important to deploy the anchor into the water by hand. Pay out enough slack in the chain so that you can hand-deploy the anchor into the water about one foot below the water surface. Having the anchor slightly in the water will prevent the anchor from swinging and dinging the bow before you get it all the way into the water with the windlass. Once the anchor is in the water, use the electric windlass to lower the anchor to the bottom of the bay and deploy the desired amount of scope.

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, and it could drain the batteries and damage the attachment base. Instead, head the boat under power toward the anchor while using the windlass to take up the slack in the chain.

Also when retrieving the anchor, only retrieve it up to about one foot below the water, then by hand, retrieve the anchor onto the bow roller. This prevents the pendulum action of the anchor and will prevent it from getting caught on the bow roller. DO NOT use the windlass to take up the last bit of slack. Take the extra chain and snug it up and hand-set the chain back into the gypsy. Take your time. The anchor chain dropping off the gypsy sometime bunches up under the windlass and you might need to push it down several times with a mop handle to the bottom of the chain locker to prevent the chain from jamming.

Securing the anchor

Once the anchor is on the bow roller, be sure to secure the anchor with the "keeper" line. Snap the line through a link in the chain nearest the anchor, and then tie off on a cleat. The chain on the gypsy of the windlass should not be the only thing keeping the anchor from unexpectedly returning to the sea bottom. After securing the anchor with a line, immediately switch the windlass breaker "off" to prevent draining the engine start battery should the windlass system experience a short.

Barbecue

The stainless steel propane barbecue sits on the stern rail and is plumbed directly to the house propane tank. Make sure the faucet-like valve on the propane tank is turned on. Turn the control to the "on" or "light" position, and with the LID OFF, light the burner. With the lid on, the BBQ tends to get hot quickly, so tend to your items often. In the event you need one, an additional regulator is located in the spare parts bag underneath the navigation station seat. As a courtesy to the next guest, please use the wire brush wired onto the BBQ to clean it after use. Thank you!

Batteries & Charging

For normal operations, leave the battery switch "on" (in the vertical position) all the time. A battery combiner isolates the start battery assuring all batteries are charged, while protecting the engine start battery from draw-down by house usage. Three batteries, all 30 amps, are located underneath the aft cabin mattress. There is one start battery and two house batteries. Battery voltage can be checked on the electrical panel. You should try not to discharge below 11.5 volts before recharging the batteries by (1) running the diesel or (2) plugging into shore power with the charger breaker "on".

NOTE: NEVER MOVE THE SWITCH TO "OFF" WHEN THE ENGINE IS RUNNING! This will blow the diodes on the alternator. Your batteries will no longer charge.

Berths

Our boat sleeps four people comfortably but can sleep six depending on the size of the individuals. 2 in the private cabin forward which has an extension installed; 2 in the aft cabin and 2 in the main salon (under 6 feet). The main salon does not convert into a berth. When sleeping on the settee, remove the seat backs for additional length and width.

Head Room

The headroom on Cecilia is 6'3" taken at centerline in the main salon.

Bilge pumps

Please check the bilge each day, morning and evening. It is accessed by lifting the floorboard underneath the settee table.

There are 2 bilge pumps. The emergency bilge pump is located in the cockpit next to the autopilot. The handle is stored in the propane locker. The electric bilge pump has an

automatic float switch. When turned on at the electrical panel it remains on, but the pump will only engage when enough water comes in to cover the float switch. We like to monitor any bilge water coming in daily. The electric bilge pump can be used manually at the electrical panels. Please leave the bilge pump switch in auto position at all times.

Dinghy

The Sea Eagle dinghy with inflatable keel is stable, rows well, and tows with the least drag if brought close to the boat (about a foot off the stern). This lifts the dinghy bow, reduces drag, and guarantees that you won't accidentally wrap the painter around the propeller when you back up! We tie the painter off twice (a cleat tie close and the end we tie onto the stern rail). Others have lost the dinghy when their cleat tie slipped loose. Be sure to tie her up on the port side so she is less likely to interfere with the exhaust and heating vent.

As owners, we would appreciate your special care when beaching the dinghy. Ours are not all gentle sandy beaches. Most often they are rocky, covered by barnacles equipped with extra sharp rubber cutters. Here's what works best: launch a person off the dinghy bow as you approach shore; then offload everyone over the bow. Now lift the dinghy above barnacle height and deposit it gently on the beach. We also secure the painter under a rock or to a log. Don't forget...a rising tide can leave you high and dry and dinghy-less!

Outboard

Cecilia is equipped with a 4-stroke Honda 2 horsepower outboard. This brand and size has proven to be a practical and VERY reliable dinghy outboard. As a courtesy we have additional gasoline in a red container tied into the dinghy.

Warning - Gasoline fumes are explosive and very dangerous fire hazard if stored on a boat. Never store the spare gasoline container in a locker, lazarette, or any other storage area on the vessel.

DO NOT add any oil to the gasoline mixture – it uses just straight gasoline. The fill cap is located at the top of the engine.

The outboard is easy to transfer from the stern rail outboard mount to the dinghy transom and vice versa. Please do not cruise with the outboard on the dinghy. It will no longer work after saltwater gets into or even near the intake of the carburetor. . We also recommend taking the outboard off the dinghy at night. We have had dinghies deflate in the cool of the night and had wind waves or powerboat wakes flip the dinghy over.

TO START THE OUTBOARD

1. Push the fuel valve lever (starboard aft corner of the outboard) aft to open the fuel valve
2. Pull out the choke switch (starboard forward corner of the outboard).

3. Open the air vent on the top of the fuel cap by turning counter-clockwise about 3 full turns.
4. Make sure the black U-shaped kill clip (with the red lanyard) is clipped into the red shut-off knob (port forward corner of the outboard).
5. Turn the handle throttle $\frac{1}{4}$ turn counter-clockwise.
6. Pull the rip cord until it starts. (You shouldn't have to pull more than 5 times).

While Running

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

To Shut Off

1. Shut the outboard off by pushing in the red shut-off knob (where the kill clip is clipped in) or just pull the lanyard until the clip pops off.
2. To avoid prop damage, shut the outboard off and raise it out of the water before you reach the shore. Pull the outboard forward and out of the water until it clicks and stays in place. To put the outboard shaft back in the water, release the stainless steel lever on the starboard side of the shaft.

When Not In Use

1. Put the outboard back on the outboard mount on the stern rail and tighten both braces
2. Push the fuel valve lever forward to close (starboard aft corner of the outboard).
3. Close the air vent on top of the fuel cap by turning it clockwise.
4. Secure the outboard further by tying the safety lanyard to the stern rail.

Troubleshooting

If the engine won't start, review steps 1-6 above to make sure you've done all 6 steps. There is a spare spark plug and spark plug wrench in the tool box in case the engine won't start or is running rough. A new spark plug solves a myriad of outboard problems. If you use the spare spark plug, notify your check in skipper upon your return so it can be replaced.

If the outboard is running and you're headed toward shore, and the engine suddenly quits, it's usually that someone forgot to vent the fuel cap.

If the engine is running fine, but the propeller isn't moving, the shear pin is probably broken – just take the cotter pin out to remove the propeller and replace the broken shear pin. The spare pin is located forward of the shaft under the handle grip.

Dodger

Our dodger not only protects the crew from the weather when in the cockpit, but it has several stainless steel grab handles for safety.

The dodger's plastic "glass" is vulnerable to scratching from salt crystals, especially after sailing into a challenging breeze. When salt spray on the glass dries in the wind, tiny salt deposits are left behind and tend to obscure your vision. Please avoid directly touching the glass with a damp rag or sponge. Salt does dissolve in water, but not as fast as you might think. The salt crystals remain un-dissolved for several seconds. It's like rubbing the glass with sand paper. To clean, please use generous amounts of fresh water from a pan from the galley and flood the glass to dissolve the salt crystals. Better yet, wait until you're at a dock where you can hose off the salt crystals. If the dodger glass is really clear, you can thank previous guests for their diligence – we thank you too!

CAUTION: We have found that most spray sunscreens react chemically with the plastic glass. Please inform your crew to spray sunscreen downwind of the dodger glass. Please don't lean against the dodger with sunscreen on your back and shoulders. Once the chemical reaction takes place, the glass is ruined and must be replaced (cost-\$400).

Electronics

A/C (120V) Power- The AC outlets will only function while connected to shore power OR when not connected to shore power and the inverter button is pressed "on" (converting 12 volt house battery to A/C). A/C outlets will only work when the A/C Outlets breaker is in the "on" position.

Battery Charger – The Battery Charger breaker switch must be turned "on" for shore power to charge the batteries.

Inverter – The inverter panel is located below the electrical panel. **DO NOT USE THE INVERTER WHEN CONNECTED TO SHORE POWER.** Press it "on" (a light comes on) and "off" when it is no longer needed. Again the AC outlets breaker switch must be "on" for the plugs to be active.

Cellular Telephones - Our boat is equipped with 2 12 volt cigarette lighter type outlets for recharging your cellular telephone. One is located below the electric panel and the other is in the cockpit near the ignition.

Depth sounder - The digital depth sounder may not give accurate readings beyond 200'. It is designed for use in shallow waters. 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 underwater seaweed. Use the depthsounder only as an aid to navigation in shallow water. However, the key to avoiding rocks is not the depthsounder--but knowing where you are on the chart at all times. **(Rocks are the single biggest navigational and safety hazard in the islands—but they are all marked on the charts.)** We do not recommend using the alarm. Experience in the islands

tells us that it goes off at the wrong time--usually the middle of the night as a fish passes underneath.

There is an additional depth readout instrument in the main cabin above the VHF so that you can check depth when at anchor without having to go outside.

GPS - Cecilia is equipped with a RayMarine C80 GPS color chart plotter and a high end Raymarine 6001 autopilot. To start the functions turn on the switches at the electrical panel labeled "Navigation Instruments", Radar "and Autopilot. The autopilot is then enabled. To enable the GPS and Radar, push and hold the power button for 2-3 seconds until the screen activates. About 30 seconds later the GPS will have acquired its satellites, calculated your position and displayed your lat/long, heading, and speed. That's all there is to it! To turn it off, again hold in the power button a couple seconds until it beeps. If you want to experiment with waypoints, you will want to refer to the owner's manual on board. As a practical matter, navigating the San Juan's is line of sight with normal clear visibility. The only time you might need the GPS is in the highly unlikely event that you are suddenly enveloped by fog, which is very rare in this area (late August, early September, if at all, normally). Any fog usually burns off before mid-day. So if the soupy stuff sets in, put on an extra pot of tea until it lifts.

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 in the cockpit while underway, you also utilize the chart plotter 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 3 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 a rock hit.

The only time the chart plotter 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 chart plotter, 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 chart plotter is accurate to within 3 meters - 10 feet.

Knot Meter - If the digital knot meter shows a reading of "0.00" while underway, the impeller is most likely clogged with a piece of eelgrass. Sometimes it will float off overnight. You can also try removing it by traveling in reverse. The impeller is located under the forward berth. You may wish to remove the impeller to clear it if you are experienced in such things. The plug for the impeller hole is in the spare part bag under the navigation station seat.

Radar - The radar is integrated in the RayMarine C80 chart plotter and may be accessed by depressing the power button on the chart plotter and then selecting "radar on" on the soft keys. The radar is feature rich. See the Raymarine owner's manual for complete instructions.

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 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. Fog becomes "reduced visibility" when you can see ¼ mile in all directions. It is safe to proceed 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 motor yacht, 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.

VHF radio: there is an Icom VHF radio at the navigation station. There is also a remote access mike (RAM) that can be plugged in underneath the chart plotter that connects to the Icom head unit. We recommend that you monitor Channel 16 during your cruise. It is reserved for emergencies and boat-to-boat initial contact. After contact, move to channels 68, 69, or 79. The Bellingham Marine Operator, formerly channels 28 and 85, are out of service until further notice. They told San Juan Sailing that they are converting to a digital format, but the cell phones may make the marine operator obsolete in many regions.

We listen to weather channels 1, 2, 3, or 8 (whichever gives the best reception) before we sail 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". You will hear "Strait of Juan de Fuca" (lies south of the San Juans), "Georgia Strait" (lies north), and "Rosario Strait" (runs through the eastern part of the San Juans). Most often the weather report you will be looking for will be introduced as the "weather forecast for Camano Island to Point Roberts." San Juan Sailing monitors channel 79 during office hours (closed Sundays) but it will be difficult to hail San Juan Sailing after a good day's sail into the islands due to these beautiful islands getting in the way of the signal. Typically, cellular phones are the best means of communication. You can reach our maintenance professional, Steve Pinley at 360-303-6668, or owner Roger Van Dyken at 360.224.4300 (cell phone) or 360.354.5770 (home). The San Juan sailing office is 1.800.677.7245.

Running and Steaming Lights – Please be advised that night passage making is not permitted under terms of your charter agreement with San Juan Sailing. Only use in cases of reduced visibility.

Anchor Light – Should be on all night in an anchorage. (It won't deplete the batteries)

EMERGENCY/SAFETY EQUIPMENT

Flares – Visual day/night distress signals are located in a mesh bag in the navigation station.

Fire Extinguishers – There are three fire extinguishers. One is located under the galley sink, one in a cabinet above the port settee and a third in the most aft galley cabinet.

Emergency Tiller – It sort of looks like a metal pipe with an "elbow" bend in it. It's located in the lazarette next to the hot water heater. The runner post attachment point is under the transom seat.

Life Jackets – five life jackets are located in the head aft cabinet.

Engine

Cecilia is equipped with a wonderful 27 horsepower Yanmar diesel engine.

Starting – Your first step is to disconnect shore power before starting Cecilia. Starting the motor with shore power plugged in has the potential to damage the battery charger.

Next, check the oil level. The dipstick is located on the port side of the engine and can be accessed by opening the door found at floor level just to your left when entering the aft cabin. There is a wide gap on the dipstick between the full line and the fill line. Above all, do not overfill. Use the onboard spare oil to add no more than a cup at a time; it is stored underneath the navigation seat. Then check the level again. This is not a car engine where you can add a quart at a time. Overfilling is the worst thing you can do to a diesel. The excess oil will get out somehow, sometimes by blowing the head gasket. So if the oil is down a bit, please add only a cup at a time. Incidentally, the first time you pull the dip stick; it often has no oil showing. After your heart skips a beat, reinsert the dipstick and the correct level will show. It will be black, of course, as is all oil in diesels after a couple minutes of running. We change the oil at 100 hour intervals. With the cover removed, this is an excellent time to check the coolant levels, but never do so when the engine is hot.

Next check the coolant levels (of course, never do so when the engine is hot).

You do not need to do anything with the battery switch since Cecilia is equipped with a combiner.

Cecilia is equipped with an integrated single lever gearshift / throttle. Make sure the lever is in neutral. This is accomplished by putting the lever in the straight up position. Next, firmly push in the black rubber button at the base of the lever and move the lever forward to approx. ¼ throttle. Depressing the rubber button while moving the throttle lever puts the gearshift in neutral.

If cold out, turn the key to the left for 5 to 10 seconds to warm the glow plugs. Then turn the key to the right to start the engine. The buzzer should sound. This is the warning buzzer you would hear if the engine overheats or if there is loss of oil pressure.

After she starts, gradually ease the throttle back to just above idle for warm-up; then check for water gurgling out the exhaust.

Please allow 5 minutes of warm up before placing a load on the engine. Pushing a cold engine is very hard on diesels.

Operation: We have found this little 27 HP Yanmar engine to be very likeable. We have insulated the engine compartment to muffle engine noise. With sail-drive it is very quiet and smooth. Cruising speed is 6 knots at 2800 to 2900 RPM. With the 25 gallon fuel tank, that yields a 190 NM range, or about 32 hours of cruising. Please do not exceed 3000 RPM since it's hard on the diesel to do so (at very little increase in speed). We find the engine will have least vibration at 2850 RPM, so go ahead and bring it right up there.

Engine Overheat: If the buzzer sounds while the engine is running there is either low oil pressure or the engine is overheated. We have never had an oil pressure problem and we hope you don't either. Most likely a buzzer means the engine has overheated. Check for water gurgling out the exhaust. If gurgling, check the coolant level. If there is no water

gurgling, the water strainer is likely plugged with eelgrass. Eelgrass looks like an exploded view of lawn clippings. They are about 3 feet long, brownish green, flat and about 1/2 inches wide. Look for them in two places--floating masses undulating on the water, and in "tide lines", those soapy lines in the water that contain other miscellaneous debris as well. Best solution here is prevention--keep an eye peeled for eelgrass masses, tide-lines, and semi-floating logs and steer around them. If eelgrass gets sucked into the engine cooling water intake, it jams the raw water strainer located under the sink. To clear it, close the seacock, which is a T handle located in the engine compartment on the top port side of the sale drive. Be sure to leave the keys next to the seacock as a reminder so you don't accidentally start the engine with the seacock closed. Then open the strainer lid by removing the two wing-nuts at the top. Extract the stainless steel filter element and remove the eelgrass. Open the seacock to assure that it is not clogged. Close it again and carefully reinsert the stainless steel filter element. Be sure the lid sits flush on top otherwise it will not seal. Next, tighten the wing-nuts. Be sure to tighten them simultaneously to assure the lid remains flat on the strainer. Reopen the seacock. If the engine overheats again upon restarting, check that the seacock is open and check the lid seal. If it draws air, it won't draw water.

Engine shutdown: Please never touch the power switch while the engine is running! First make sure the engine is at idle and the gearshift in neutral. Then depress and hold the black rubber button above the key until the engine stops. Once stopped, turn the key to the left until in the off position.

Fuel Tank

The 25 gallon diesel tank is located under the starboard settee. The engine burns .79 gallons of diesel an hour. The Espar heater can burn up to 1/2 gallon an hour. The fuel gauge is located at the navigation station. Unlike automobile fuel gauges, fuel gauges on boats are notoriously inaccurate, especially on the low end. Therefore, whenever the fuel level dips much below half, add fuel (running out of diesel involves a lengthy bleeding process that you would really rather not do.). NEVER let the fuel level fall below 1/4 full or you're in danger of running out of fuel.

Please be very careful when fueling. Obtain a fuel spill rag from the fuel dock operator and have a crew member hold it below the fuel vent when fueling. The fuel vent is located on the starboard side of the transom right below the aft starboard cleat. (Don't confuse this with the holding tank vent which is located on the starboard side of the boat below the starboard aft cleat.) Fill the tank slowly and carefully. Never allow maximum flow from the filler hose. If you do, the fill tube will surge and diesel will spill onto the hull from the vent located on the starboard side of the transom, and subject you to a Coast Guard fine. When the pipe begins to gurgle like it's full, you are probably full. You may also be able to see the diesel when looking down into the fill tube. Check the side vent and, with soap, wipe up any excess fuel to avoid yellowing the hull and polluting the water. Also, be very careful of drips when removing the hose. Diesel and shoe bottoms are a very slippery and a dangerous combination. After wiping, please use soapy water to scrub down any drips.

Head and holding tank

Please deposit all toilet paper and feminine hygiene products in a plastic bag or in a waste basket, not down the toilet! Only human waste goes in the head

The head has a 20 gallon holding tank located under the aft cabin mattress. The "Y" valve is located on the aft wall in the shower stall. The arrows on the "Y" valve will point to either "tank" or "discharge". A tank gauge is located on the side of the sink next to the head, however, it does not read accurately. As a rule of thumb, the holding tank is fuller than you think. San Juan Sailing staff will discuss holding tanks and pump-outs on your arrival. Our one plea is this--if you use the holding tank, please monitor it carefully! Exploding or leaking sewage is most unpleasant! The tank should be pumped out, filled with fresh water through the deck fitting to rinse, and then pumped out again. Thank you! When appropriate, you may wish to use the macerator. The switch is located on the electrical panel. BEFORE turning on the macerator you will need to open the seacock labeled 'macerator' located below the removable floor in the hanging locker in the head. The head intake and outtake seacocks are also located in the same location.

Heater

The heater is an Espar diesel fired, hydronic cabin heater with the thermostat mounted below the electrical panel. To operate, simply push the button on the thermostat to 'on' and turn the dial on the thermostat clock-wise until both the red and green light are on. Please do not turn the heater off by turning off the 'Heater' switch at the electrical panel. The heat is dry, comfortable, and on those occasional rainy days or cool evenings, makes a huge difference in cruising comfort! The heater also heats the fresh water so you have hot water without running the engine.

Refrigerator

The refrigerator must be turned on at the electrical panel. Then find the thermostat located inside the refrigerator. This is a well-insulated refrigerator and will functional well when adjusted to level 3 on the dial, if turned all the way up, everything will freeze! We recommend running the refrigerator at all times to avoid it becoming smelly. The refrigerator drains automatically to the sump pump.

Sails and rigging

Mainsail – The mainsail is a full-battened, conventional rig that flakes with the aid of lazy jacks into a carbon-fiber pocket-boom for easy stowing.

When attaching the halyard to the mainsail (we keep the main halyard shackled to the deck fitting abeam of the mast on the port side near the toe rail to keep the noise down), be sure not to foul the halyard on the lazy jack lines.

To deploy the main:

Untie the sail cover at the mast and unzip the pocket boom sail cover. The zipper starts at the aft end of the pocket boom.

Attach the halyard to the head of the sail.

Steer head -to-wind and maintain.

Release mainsail reefing lines, mainsheet, and vang.

Pull down on the halyard at the mast, while someone in the cockpit takes up the slack. If shorthanded, you can pull the halyard from the cockpit, but it takes a fair amount of strength. Watch the battens as they pass through the lazy jack lines to prevent snagging.

Winch the halyard up the last few inches to eliminate wrinkles in the luff.

There is silicone sail track lube under the navigation station seat which can be applied to the sail plugs if the mainsail starts to give resistance when being raised.

When letting the mainsail down, it will flake nicely for the first 1/3 to 1/2 of the sail, but then will require a few tugs on the leech or luff to help flake the rest of the mainsail neatly into the pocket boom.

Reefing the Mainsail – “Reef early and reef often”. This will keep your crew comfortable and you from rounding up. The main is pre-rigged with two reef points both of which are handled with single lines lead aft to the port cabin-top winch. Reefing the main is easy and can be done from the cockpit. Here’s how:

Ensure the stopper at the bottom of the mainsail track is good and tight. The stopper is hand tightened and has a tendency to pop out due to pressure from the plugs when reefing tightly.

De-power the main (by heading up or heaving to).

Be sure the topping lift has not been loosened, and will hold up the boom.

Let the tension off of both the boom vang and the main sheet.

Lower the mainsail so that the reefing point you desire is about 30 to 36 inches above the boom and cleat off the main halyard to keep tension on the mainsail halyard when reefing down the foot of the main,

Pull in on the reefing line (using the winch if necessary) to tighten the sail which will draw down the reef point much closer to the boom and shape the sail.

If needed, raise the main halyard slightly with the winch.

Double check that the stopper mentioned under item one is still in place.

Headsail – Cecilia is equipped with a smart 100% self tacking jib trimmed to a self tacking cabin top track. To tack simply turn the wheel until pointed to your new desired heading.

The headsail will automatically trim to the opposite side. This sail has good shape at the full out position and continues to maintain good shape when partially furled in heavier air. When close hauled don't be afraid to sheet her in good and tight. During periods of heavier winds, furl the headsail as desired. Boat heel will be greatly reduced when sailing under reefed main and partially furled headsail in winds over 17 knots.

Please note that slight tension on the roller furling line when deploying the headsail, and on the sheets when furling, prevents problems from either a rat's nest on the drum or "candy striping" of the furled sail.

Spinnaker – Cecilia is equipped with a beautiful asymmetrical spinnaker that may be used by guests who have appropriate spinnaker experience. Please talk to a San Juan sailing representative about this option.

Shower

Water is heated automatically by the engine running under load (after about a half hour) but running it at idle in the morning won't do it. It is also heated anytime the Espar heater is running. The hot water is stored in the insulated 6 gallon tank located in the lazaret. It can also be heated electrically when on shore-power. Experienced cruisers know the sailor's shower: get wet, turn it off. Soap up. Rinse off. If we overflow the shower basin we've used too much water! The basin will drain by itself. There is no sump to pump. CAUTION: the engine can heat the water to scalding temperatures!

Stove

The gimballed propane stove has 2 burners and an oven. Propane is heavier than air and requires caution. Remember, our propane stove is designed for cooking, please do not use it to heat the cabin. For your safety, please follow these procedures:

Open the hand valve on the propane tank all the way open and very slightly snug.

Make sure all stove controls are in the "off" position. Turn on propane solenoid switch at the electrical panel labeled "LPG Control".

To the left of the stove on the wall you will find a mounted Xintex LPG control. Check to make sure the red "Danger" detection light is not lit. Push the left button labeled, "Valve On/Off". You will hear a click.

Push in the stove knob and simultaneously turn to the left. You will hear a clicking sound. That is the pilot light. Continue to depress in the knob and keep turning left. The burner should light immediately. Continue to hold the knob in for 5-10 seconds after the gas has ignited as sometimes air pockets form in the line and the flame will extinguish if you do not keep the knob held in.

When finished with your cooking, immediately turn off the Xintex by depressing the "Valve On/Off" button, for your own and the boat's safety.

Please note that both propane valves (and one control) are located in the propane locker in the aft of the cockpit, which is vented and isolated from the rest of the boat. Any leaks there will move down, out, and away from the boat.

San Juan Sailing staff fills the propane tank every 2 weeks. One tank normally lasts much longer than that.

Water

Water pressure: The water pressure switch is located on the electrical panel. Please switch this off when motoring or sailing. You could burn out the water pump should one of the tanks run dry (and you would not hear the pump running over the sound of motoring or sailing).

Water tanks: Cecilia has two 30 gallon water tanks. One is located under the forward cabin and the second is located under the port settee. Selection valves are located under the sink. We use just one tank at a time so we can monitor use and not run out. State parks have no pressurized water to refill tanks, but all points of civilization do.

SUMP

Cecilia is equipped with a sump, located in the bilge that collects shower, head sink and refrigerator grey water. The sump has its own pump that should be left on even when you leave the boat.

INVENTORY

<u>Item</u>	<u>Location</u>
1. Anchor remote	Navigation Station
2. BBQ and Cover	Starboard Aft Rail
3. Bilge Pump Handle	Propane Locker
4. Binoculars	Starboard Settee Cabinet
5. Bucket	Lazarette
6. Cockpit Cushions	On Cockpit Seats
7. Compass	Navigation Station
8. Crab Cook pot	Under forward Berth
9. Crab Pot	Lazarette
10. Crab Pot Bait Trap	In Crab Cook Pot
11. Dinghy	On Dock or In Tow
12. Dinghy Pump	Under forward Berth
13. Dinghy Repair Kit	Under Navigation Station Seat
14. Dock Lines(6)	Lazarette
15. Dodger Covers	Starboard Settee Cabinet
16. Easy Docker	Lazarette
17. First Aid Kit	Starboard Head Cabinet
18. Flags	Port Settee Shelf or Flag Holder
19. Flares	Navigation Station Mesh Bag
20. Flashlights	Navigation Station, Companionway
21. Holding Tank Treatment	Under Head Sink
22. Horn	Navigation Station
23. Hose with Nozzle	Lazarette
24. Impeller Plug	Spare Parts Bag – Nav Station
25. Keys	Nav Station
26. Owner Manuals	Starboard Settee Stowage
27. Pole Hook	On Deck
28. Radar Reflector	Forward Berth Starboard cabinet
29. Radio Remote	Nav Station
30. Rope	Lazarette
31. Seacock Plugs	Spare Parts Bag under Nav Station
32. Searchlight	Starboard Settee Cabinet
33. Searchlight Cords	Nav Station
34. Stereo Remote	Nav Station
35. Tool Caddy, Oil, Spare Parts	Under Navigation Seat
36. Utility Knife	Nav Station