



Owner's Notes for Chinook

Dear Guests, Welcome aboard Chinook!

We're absolutely delighted to have you as our guests. We know you will enjoy this boat we love so much.

We came to appreciate the livability and performance of other Beneteaus through our many years of sailing. We saw Chinook just after we had completed our charter with San Juan Sailing in September 2009 and it was love at first sight. We picked her up from a former owner who had taken exceptional care of this wonderful boat and turned her over to us in like new condition! She rejoined the San Juan Sailing fleet the day we closed our purchase! Having chartered as a San Juan Sailing guest for many years, we know the quality of care that this company provides to its charter guests and why in 2009, Sail Magazine rated San Juan Sailing the best Charter Operator in the Sail Magazine.

There are many reasons why the 2005 Beneteau 373 was named Boat of the Year by the Cruising World judges. From the extremely spacious and bright salon, to the wonderful head and shower combination, the spacious cockpit with the wonderful pivoting wheel, the very roomy forward and aft cabins, the storage, the Froli-equipped berths that add considerable comfort to the mattresses (which are much appreciated by the female members of your crew, in particular) and the excellent galley, there is much to like about this boat! But she is not just a pretty lady. She has excellent sailing abilities, both in heavy and light winds. Her 140% roller furling genoa and her furling main, allow unlimited reefing for heavy winds and full deployment for light winds. With her deep fin keel, she tracks exceptionally well and behaves as the lady she is. When the winds die, her 39 hp Yanmar diesel drives her effortlessly at a 6 knot cruising speed, barely sipping fuel.

This boat is a lot of fun and we're excited to have you on board. We trust these owner's notes will get you on your way quickly and easily. Thank you for taking great care of our boat.

Have a wonderful trip, and fair winds and following seas!

R. Craig and Nancy Johnson
Piscataqua Investment LLC

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SHIPS RULES.

We have a few Ship's Rules to follow:

- No smoking anywhere, please – inside or above.
- Please boil shrimp and crab on the cockpit barbecue/stove, not in the galley.
- Please treat all electronics with special care.
- Wear boat-friendly shoes to protect decks and flooring, as well as for your own safety.
- Use a chart and know your exact position at all times.
- If you are uncertain about anything, please call or radio San Juan Sailing.

CRITICAL FACTS.

- **DO NOT LEAVE THE TRANSMISSION IN REVERSE WHEN UNDER SAIL WITH THE ENGINE OFF. This boat has a Kanzaki transmission and the Yanmar manufacturer has specifically warned that with this type of transmission, if you leave the gear in reverse to stop the rotation of the prop, it will damage the transmission and void the transmission warranty. To feather the MaxiProp, with the engine off, you should place the shifter in reverse for 15 seconds, then place in neutral. That will feather the prop. If you accidentally do leave it in reverse, you may not be able to disengage it and you will have to call San Juan Sailing for instructions! Thank you!**
- Depth of keel – 6'3". You need at least **8 feet of water at lowest tide** – more if you are seeing wave action. The depth gauge measures the depth from the water line.
- Mast Height: 53' 6".
- Fuel capacity – 33 gallons. Filler cap is located on the aft port side. Fuel consumption is approx. $\frac{3}{4}$ gallon per hour at normal cruising speed.
- Fresh Water capacity – 98 gallons total. One 44 gallon aft tank located under cockpit on starboard side, one 54 gallon bow tank. Valves located in the starboard settee. Filler caps located on the starboard side on the bow and aft areas. The waste cap is located amidships on the starboard side **between** the two water filler caps.
- Cruising speed under power – 6 knots at 2000 RPM.
- Holding tank: 22 gallon plastic tank. Must be visually checked for remaining capacity.
- Water heater: 6 gallon capacity.
- Propane: 2 tanks, cockpit port side dedicated lazarette.
- Anchor: Bruce 44# anchor with 200 feet of 5/16th chain in bow locker, chain is marked in yellow every 50 feet and in red/orange every 20 feet. Spare anchor is a 15# Fortress located in port stern lazarette.
- Emergency tiller is an L-shaped steel pipe located in the primary starboard stern lazarette locker. To use the emergency tiller, remove the round silver plate under the hinged stern seat using a winch handle, insert the tiller into the socket on the rudder stock and pivot the tiller to steer the oar.
- Bilge pumps – One 12 volt electric pump operated from electrical switch panel, one manual pump in lazarette, one handheld.
- Engine: 39 hp Yanmar diesel
- Inverter: 2500 Watt

- **Critical numbers: San Juan Sailing monitors Channel 80 during office hours (closed Sundays). By phone you can reach the San Juan Sailing office at (800) 677-7245 or owner Roger Van Dyken at (360) 224-4300 (cell) or (360) 354-5770 (home).**
- **Chinook's maintenance professional is Craig Cooper of Cooper Marine Services – his cell phone is (360) 201-0178. If he can't be reached, call Owner Cell: 801 209 6523 (Nancy), 801 673 0874 (Craig) or San Juan Sailing.**
- **Engine and general spares – in port settee rear compartment under cushion.**
- **Tool kit – in starboard lazarette.**

ABOUT CHINOOK.

She is a Beneteau Oceanis 373, built in 2005 at Beneteau's U.S. production facility in Marion, S. Carolina. She is 36'9" feet long with a beam of 12'4". Her lines are designed by Berrett-Racoupeau, the same team responsible for Open 60s and other round-the-world race boats. She displaces 15,013 lbs with ballast of 4,844 lbs. She is outfitted with a 140% genoa and furling main. She has a deep fin-lead bulb keel, with a new MaxiProp feathering three blade prop to ensure positive engagement. She is Ocean class "A" rated.

The feeling of the boat through the large leather-wrapped wheel is wonderful. And if you really take care on her sail trim, Chinook will reward you with outstanding performance. But performance doesn't mean a compromise in cruising comfort. Chinook has a remarkably well-designed layout. Her galley has both front-load refrigeration and a separate top-load freezer. When underway with engine power, keep the fridge on and freezer on. They are very efficient and we suggest keeping them at the lowest setting (1 or 2) (the coldest is the higher setting). The berth in the aft cabin is massive. The salon space is well-lit and comfortable and has extra head room with the spacious design and layout. It is no wonder the Beneteau 373 was rated Boat of the Year by the Cruising World Magazine judges. The head has a separate stand-up shower and is exceptionally designed to accommodate family needs and the spaciousness will tempt you to shower on board, rather than at port!

Above decks, Chinook is easy to negotiate and fun to sail or on which just lounge about. The boom is high and clears everyone's heads easily, even when standing up in the cockpit. She has a walk-through transom which makes boarding the dinghy easy. The very roomy cockpit has a fold-up table and extra seats on the transom and very functional, a pivoting wheel that allows additional room to walk around the binnacle when at anchor. All lines are led aft, making for easy sail handling.

COMING ABOARD.

Please wear "boat friendly" non-marking shoes. Please take special care with any grit underfoot, or sharp or heavy objects in hand. The mop with the head placed on the deck where you board makes an excellent mat for cleaning your shoes as you step on board. Help us maintain Chinook's fine wood finishes.

SAFETY.

General Safety

There are many ways that injuries can occur in handling a boat and it is impossible to detail all of them. However, you should take particular note of the following. **Be careful when walking on**

decks when they get wet. They can be quite slippery. Remember the rule of one hand for you and one for the boat. Particularly in rainy or stormy weather, always have a firm grip on at least one handhold as you exit the cockpit to go forward or when leaving the boat. Mopping the deck using the morning dew is a good way to keep the deck clean and free from moss/seaweed and other debris that can aggravate slipping. Do NOT attempt to jump to the dock when going into a slip. You should be able to wait until you can step down onto the dock. Jumping is dangerous and can cause severe injuries. Also, be careful when handling the lines, roller furling, etc. Wear good sailing gloves, know the proper ways of handling a winch to keep your fingers from getting caught in the winch (both when taking in line and letting line out), keep fingers free of any bights in lines when opening clutches, keep the deck lines orderly and properly stowed, keep fingers out of the roller furling and mast furling areas, and use extreme care when handling boiling pots, hot water and the BBQ.

b. Life Jackets.

We highly recommend you wear life jackets while you are underway, particularly for the younger members of your crew. Life jackets are located in the cockpit lazarette. We always wear our automatic inflatable life vests when underway and have found that to be an excellent investment with minimal discomfort. Know your 'man overboard' drills.

c. Fire extinguishers.

There are 4 fire extinguishers on board:

1. Forward cabin below the berth
2. Under nav station desk
3. Aft cabin above cabin door
4. In primary starboard lazarette locker.

There is an engine compartment fire extinguisher port, covered by a small round plastic cap in the center of the companionway stairs. A fire extinguisher should be inserted and sprayed in this port, rather than opening the companionway stairs, if there is an engine fire, to minimize the amount of oxygen getting to the fire, and to keep the fire contained to the engine compartment until it is out.

d. First Aid.

There is a first aid kit in the Nav station seat. Please advise SJS if you use any of the supplies upon returning the boat so it can be replaced.

e. Emergency Calls VHF

Emergency calls are made on VHF Channel 16. SJS can be reached on Channel 80 during office hours. The VHF radio is located in the nav station. Signaling flares and a manually operated sound signaling device (horn) can be found in the case under the nav station seat.

ENGINE.

Pre-Start Engine Checks.

The engine access is accomplished by disengaging the latch at the bottom of the companionway stairs and lifting the bottom of the stairs up. The stairs are hinged at the top, and will swing up when the latch is released and gently pulled. It is best to have the head door open so that the stairs will not hit the head door handle. Access to the portside of the engine can be made through a small door in the side of the aft cabin. Access to rear of engine is made by removing the forward section of mattress, and the plywood access boards of the aft berth. When lowering the companionway stairs, slowly bring stairs down by holding the bottom step to a controlled close (this will avoid the steps from slamming down). Always latch the engine compartment. Be careful with fingers and hands. Never put hands in the compartment of a running engine. Check the oil level. Lift companionway stairs for access to front of engine, after FIRST opening the door to the head so the door handle won't hit the stairway. The dipstick is relatively easy to find and replace, accessed on the starboard side and is located near the middle of the engine. The dipstick has an upper and a lower limit. When the oil level is at the lower limit, the engine is 1 quart low. The engine requires oil specially formulated for diesel engines. Make sure you have that rating on the spare oil bottle before you leave. Never use oil rated for only gasoline engines, as that may burn and corrupt the cylinders. (The diesel rated oil will be so marked on the bottle – it will have a rating such as CG-4, or CH-4, with the “C” standing for ‘compression ignition’.)

Do Not Overfill Engine Oil!! You will blow the engine gaskets. Remember if the dipstick indicates no or very low oil the first time you check it, reinsert and try again - the correct level will show when the air lock bubble is broken Try another reading. If needed, use the onboard spare oil to add no more than a cup at a time through the orange oil filler port cap located in the top and forward part of the engine. Then check the level again and repeat as needed. Expect the oil to be blacker than that of a gas powered engine and is normal for a diesel. Make certain you fully reinsert the oil dipstick or oil may blow out of the dipstick tube.

a. Raw Water Strainer.

The raw water strainer is located in the engine compartment on the upper port side, attached to the engine compartment wall and is above the water line. Next to engine oil, getting cooling water from the sea is the most important thing for your diesel engine. Make sure there is always a flow of seawater coming into the engine and out again. As soon as you start the engine, always confirm that water is coming out of the exhaust on the starboard side aft, by visually checking the water coming out. While underway, avoid eelgrass floating in the water. It can be sucked up into the intake and jam the water strainer. To check the strainer, raise the companionway stairs and using a flashlight, inspect the strainer through the clear plastic lid. If it's clear, you're good to go. If eelgrass or other foreign matter is present in the raw water strainer you will need to remove it. You can also access the strainer from the small portside hatch located in the aft cabin. The raw water strainer is located above the water line and you will not need to close the seacock to remove eel grass. Simply unscrew the lid on the raw water strainer by turning counter clockwise. Take out the filter element, clear the problem. Replace the lid and tighten until the lid is seated on the rubber gasket. If for ANY reason you need to close the seacock, only do so by placing the engine key on the seacock so you don't forget to open the seacock before starting the engine. But for normal checks of the strainer, you should not need to close the seacock. **DO NOT LOSE THE RUBBER GASKET BETWEEN LID AND STRAINER.** Start the engine and check for cooling water flowing from the exhaust. If upon restarting, the engine overheats again, check that you remembered to reopen the seacock if you closed it. If it is open, check the seal between the

strainer and its lid. If the strainer is drawing air, it won't draw water. If necessary, shut the engine down, retighten the lid on the strainer.

b. Coolant level.

Check the coolant level daily in the plastic coolant recovery tank located on the starboard side and front of the engine compartment. When the engine is COLD, the coolant level in the tank should be between the LOW and FULL levels. If it is below the low level, add spare coolant until it is above the low mark. When the engine warms up, the coolant level will increase in the tank and when the engine cools the level will drop again. Do not add coolant when the engine is warm, since this may result in overfilling the tank and coolant overflow.

c. V-Belt.

To check for alternator V-belt tightness, WITH THE ENGINE OFF, press down on the middle of the belt with your finger. With proper tension, the V-belt should deflect approximately 1/3 of an inch

d. Engine Warnings.

If at any time any of the ignition panel lights illuminate, or an alarm sounds while you are underway, immediately check to see if water is gurgling out of the exhaust and SHUT THE ENGINE DOWN IMMEDIATELY. Please do not restart unless you have diagnosed and corrected the problem AND call the Chinook Maintenance Professional.

Please brief your crew **never to turn off the engine key while it is running**. See shutdown procedure below.

e. Starting the Engine.

After the pre-start check is complete and before starting the engine, check the battery switches mounted on the front of the aft berth facing the aft cabin door. All three switches should be in the "ON" position (vertical).

Perform a visual inspection for any debris around the boat, and particularly the stern area, for things that could foul the propeller.

Make sure the black gearshift/throttle (black handle on the starboard side of the pedestal) is in neutral (straight up) with the red clutch pin pushed in. The clutch pin will allow the throttle to be applied to the engine without engaging the propeller.

Push the throttle lever about 1/4 forward, keeping the red pin pushed in.

Insert the key on the starboard side of the cockpit and turn it clockwise to the "ON" position. There is no glow-plug on this engine so disregard the "Glow" label on the panel. The warning buzzer will sound when the key is in the "ON" position because there is no oil pressure. Also when the key is in the "ON" position, the "LOW BATTERY" and "ENGINE OIL" alarm lamps on the instrument panel will light up. This is normal and intended as a check on the lamp operation. The lamps should go out when the engine starts if there are no problems.

Turn the key clockwise to the “START” position on the instrument panel, then release the key when the engine starts (the key will automatically go back to the “ON” position). Set the throttle at 1200 rpm and allow the engine to warm up for 5 minutes. When the engine starts, the alarm buzzer should stop and the alarm lamps go out. Expect the engine to start in 5 seconds or less. If the engine doesn’t start after 10 seconds of cranking, turn the key counterclockwise to the “OFF” position, wait 30 seconds and try again. Do NOT crank the engine for more than 10 seconds at a time.

As soon as the engine starts, check that the warning lights for the oil pressure and low battery have gone out, then visually check for water gurgling and exiting out the exhaust, then gradually ease the throttle back to idle. Immediately stop the engine and check the raw water strainer if no exhaust water is being discharged from the exhaust.

While the engine warms, check your fuel level on the gauge located adjacent to the engine instrument panel.

Please remember to UNLOCK the steering wheel AND pivot to the correct position.

ALLOW 5-MINUTE WARM UP BEFORE PUTTING THE ENGINE UNDER LOAD. It is very hard on a diesel to be placed under load when cold. We like to leave the engine idling to warm up while preparing the boat for departure.

When you bring the throttle back to the straight up position, the red clutch pin will pop out. Now you may engage forward gear by pushing ahead on the throttle or reverse gear by pulling back on the throttle. Please remember to pause in the straight up position when changing shifting from forward to reverse and visa versa.

When shifting between forward and reverse (or vice versa) it is good to count ‘one and two’ before shifting between forward and reverse after moving it to neutral.

g. Operation.

The 39 HP Yanmar JH Series engine is very reliable. Our cruising speed is approximately 6 knots at 2000 rpm. Using 75% of our 33 gallon fuel capacity yields an approximate 200-250 NM range. Please do not exceed 2200 rpm because it’s hard on the diesel to push past cruising hull speed (at very little increase in speed), and it will significantly increase fuel usage. At 2000 rpm, the engine uses approximately ¾ gal/hr.

If the buzzer sounds while the engine is running the engine is overheating. Immediately check for water gurgling out of the exhaust, and check the engine oil pressure and coolant high temperature lamps on the instrument panel then IMMEDIATELY SHUT DOWN THE ENGINE. If you have lost oil pressure, immediately contact San Juan Sailing. If you had a wet exhaust and had oil pressure, check the coolant level after the engine cools down. If there is no water gurgling out of the exhaust, the raw sea water strainer is likely plugged with eelgrass. The best solution to this problem is prevention — keep an eye peeled for eelgrass masses, especially along those “soapy” tide and eddy lines in the water. When eelgrass gets sucked into the engine cooling water intake, it jams the raw water strainer. To clear the strainer, raise the companionway engine access to get at the strainer located at the back portside of the engine compartment and clear the strainer following the procedure noted above for the Raw Water Strainer.

h. Shutdown.

To shutdown the engine, first bring the engine to idle and the gearshift to neutral. Allow the engine 10 minutes to cool down by idling below 1000 rpm. Shutting down the engine suddenly after operating at high rpm can increase engine temperature and damage the engine. Stop the engine by pressing and holding the “Stop” button on the instrument panel. Only after the engine is completely stopped should you turn the key counterclockwise to the “Off” position. Remove the key. To feather the Maxi- prop, place the shift lever into reverse for 15 seconds, then in neutral. Do NOT leave the shift lever in reverse.

CAUTION: Never turn the ignition key to “Off,” or turn the battery switches to OFF while the engine is running! It will damage the alternator diodes, the batteries will not charge, and you will not be able to start the engine.

Key should be stowed at the steering pedestal, where it’s easy to find, unless you leave the boat, in which case it should be placed in the nav station.

FUELING.

To avoid the possibility of sucking air or sludge into the engine, you should refuel when the fuel drops below half (1/2) tank full. The 33 gallon diesel fuel tank is located under the aft berth. The fuel tank fill port is located on the port side of the boat, on the stern. The fuel tank gauge is located adjacent to the engine instrument control panel on the starboard side of the cockpit. Put only diesel fuel in the fuel tank, and do not fill the boat with fuel and water at the same time to reduce confusion and the chance of putting the wrong fluid in the tanks. Please be very careful when fueling. Be careful you do not lose the filler cap as often the retention chain gets broken. So ALWAYS keep hold of the cap as it is removed and never assume the cap is secured. Never allow maximum flow from the filler hose. If you do, the fill tube will surge and diesel will spill from the vents onto the side and into the water. 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 slowly and carefully. When the pipe begins to gurgle like it is 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 soapy water, wipe up any excess fuel to avoid yellowing the stern and polluting the water. Also be very careful of drips when removing the hose - get a paper towel or rag to hold under the fuel nozzle when it is removed from the fill port to catch drips. 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 and properly dispose of any paper towels used.

CAUTION: Unlike automobile fuel gauges, fuel gauges on boats are notoriously inaccurate. Refuel whenever the tank shows less than 1/2 full! Never let the fuel level fall below 1/4 full, or you may be in danger of running out of fuel (Towing and the cost of bleeding air from diesel fuel lines is a very expensive proposition for a charter guest!).

SAILS/RIGGING.

Chinook’s sails are both roller furling: The 140% genoa headsail is on a Profurl roller furling, and the mainsail furls on a Z-Spar in-mast roller furling. This makes it possible for one person to handle both the sails. There are two Lewmar CSTO 44 genoa sheet winches mounted on cockpit coamings and one Lewmar CSTO 30 winch on the coachroof to port adjacent to the Out-haul, In-haul, and main sheet clutches. CAUTION: Be sure to close and lock the forward hatch prior to

sailing as it can be caught in the genoa sheet when tacking and could be damaged or pulled off. NEVER OPEN THE CLUTCH WITH THE BLACK LINE.

a. Main Sail -- To Deploy:

- Point the boat directly into the wind.
- Put the engine in neutral.
- Loosen the Boom Vang (white with green speckled line) by opening the boom vang clutch on the port side of the cockpit coaming and loosen the Mainsheet (also a white/green speckle line) by opening the mainsheet clutch about a foot so the boom does not bind, to enable the main sail to deploy smoothly. It is always wise to take the main sheet a turn or two around the winch so it doesn't snap open and so you can control it better.
- Open the In-haul furling (white line) clutch. At this time, you do NOT need to open the Out-haul (white/black line) clutch as the Out-haul line will pull thru the clutch towards you without opening. The In-haul Furling line pulls the mainsail in, and the Out-haul pulls the main sail out.
- Pull the Out-haul line, while keeping some tension on the In-haul line to keep it from kinking or stuffing up the furling mechanism, until the sail is 3-4 inches from the desired amount of sail you want to deploy, and winch the line the last bit to tighten the foot of the sail then close the In-haul clutch. The main sail has an unlimited number of reef points for you to choose from, although 3 traditional reef points are marked by vertical stripes on the sail to help with balancing the sails.
- Adjust the sail angle with the Mainsheet and/or Traveler.
- Shut engine with black stop button. When stopped, then turn key off. Do Not Stop Engine With Key.
- Feather the Maxi-Prop by placing the shifter in reverse for 15 seconds, then in neutral. DO NOT LEAVE IN REVERSE AS THAT MAY LOCK UP THE TRANSMISSION.

- Main Sail -- To Furl:

- Start the engine. Is water coming out?
- Put the boat on a close-hauled point of sail and on a port tack to get a nice tight wrap on the in-mast furler.
- Open the Out-haul clutch after taking a turn around the winch. Hold on to the Outhaul line and keep it taut during furling to get a tight wrap.
- You do not need to open the In-haul clutch. Simply grab the In-haul line and begin pulling in the In-haul line. You should not need to use the winch if done properly. This will pull the sail back into the mast. When the sail is 3-4 inches from being fully furled, winch the sail in the rest of the way for a tight wrap. Close the Out-haul clutch.

b. Headsail -- To Deploy:

- Point the boat directly into the wind.
 - Release the headsail roller furling line (yellow/white line) clutch along the port side of the boat.
 - Pull on the appropriate genoa sheet, while keeping slight pressure on the roller furling line, and deploy the desired amount of headsail. Like the mainsail, the genoa has an unlimited number of reef points, but 3 standard reef points are marked on the sail.
-
- Headsail -- To Furl:
 - Point the boat directly into the wind.

- With the roller furling line clutch closed, pull in the headsail roller furling line while keeping gentle pressure on the genoa sheet so the headsail will furl tightly.
- Take two or three turns of the genoa sheets when it is fully furled.

SAILING & HANDLING CHARACTERISTICS.

Chinook sails beautifully. She is equipped with an in-mast furling mainsail and a 140% furling genoa. Her sail plan is well-suited for single or shorthanded sailing. She will sail up to 8 knots in 15 knot wind, close hauled and with a bit of reefing.

Under power in reverse, she backs slightly to port (prop walk) with the three blade Maxi- prop causing the prop walk, but far less than you will notice with a fixed blade prop. However, once she has steerage, she is easily steered with small rudder changes. To reduce the effects of the prop walk while backing out, it is helpful to add significant reverse power for a moment, then place the throttle in neutral to gain steerage.

Her perfect breeze is 15 knots with heel at 15-20 degrees. Full sail can be carried in winds up to 20 knots, but if you reach the edge of your comfort level sooner, it's easy to use the two roller furling systems to incrementally shorten the sails.

ANCHORING.

a. General.

Chinook's anchoring setup is simple and straightforward. The primary anchor is a Bruce 44# anchor with 200 feet of 5/16th chain in bow locker, chain is marked in yellow every 50 feet and in red/orange every 20 feet. Spare anchor is a Fortress No. FX-23 with 50' of raw chain and 200' of three strand ½" anchor line, located on the port stern lazarette locker.

The Lewmar Concept 1 electric windlass switch is located on the right side (when looking at it) front face of the aft berth, and must be in the ON position. It is ON when the small switch lever that drops below the switch, is pushed up into the switch frame (just to the left of the red button on the switch itself). Always operate the windlass while the engine is running to avoid draining the battery and ensure there is adequate power to the windlass. Also, the windlass operates from the engine start battery, rather than the house battery, which is why the engine must be running to operate the windlass. The 90 amp square-shaped black breaker (i.e., the on/off switch) for the windlass circuit is located adjacent to the battery switches below the aft berth. Turn the breaker on by flipping up the small black lever labeled "Reset" on the bottom of the breaker. To turn the breaker off, push the red button in. The remote up/down controller for the windlass is stored in the nav station desk compartment. There is a spare windlass controller under the Nav seat.

To operate the windlass, plug the remote controller into the plug in the rear of the bow anchor locker. Use the up and down buttons on the controller to raise and lower the anchor, and keep your hands and feet free of the anchor locker, chain and windlass during operation to avoid injury.

b. Scope.

Scope in the Puget Sound is typically 3 or 4 to 1. For example, if based on the tidal range, the highest expected tide you will experience at that location is 30 feet of water, you will want 90 to

120 feet of scope. Remember the tidal range! You determine scope not by the current depth, but by the maximum depth expected in the tidal range you will experience at that location during your stay. Consult your tide chart.

c. Stern Tying.

There is 500' of yellow 3/8' braided polypropylene line in the port stern lazarette locker for stern tying to a tree or tie-ring on shore. This length of line is provided so you can run the line around a tree or through a tie-ring and secure both ends of the line to the stern of the boat. When you are ready to get underway, there is no need to leave the boat, simply release one end and pull the line through the ring or around the tree. We have found the mop handle acts as a great axle to use on the line drum, supported at the rear of the cockpit through the swim ladder opening.

d. Mooring.

The boat is equipped with an annual Washington State Marine Park Registration Sticker; therefore, you are able to use all State Marine Park mooring buoys free of charge (although you are still supposed to sign in at the registration box).

CAUTION: When the boat is at anchor, mooring, or in a slip, make sure the wheel brake is tightened. Do not allow the steering system to free wheel when not in use as damage may result.

e. General anchoring procedure.

After you have found a good anchoring location, circle it dead slow for a couple of times, looking for any obstructions (both visual and any that appear on the chart plotter) that would hang up the anchor chain if the boat swings during the night. You should carefully observe the location of other boats, the presence of any rocks, and your tide chart to see the current tide and the tide expected through your anchoring stay.

Untie anchor snubber from bow.

Open and secure anchor locker lid with lanyard.

Plug in handheld windlass control (stowed in nav station).

Move the boat forward to the location where you will drop the anchor. At this point, the anchor handler is in charge of the boat and will signal commands to the helmsman. When over the location where the anchor is to be dropped, the anchor handler should signal the helmsman to bring the boat to a dead stop.

Remove the safety lines and nylon line snubber securing the anchor and play out 2-3 feet of chain and the anchor (i.e., drop the anchor 2-3 feet) by hand prior to lowering the anchor with the remote control (this will minimize the chance of damage to the boat from the anchor suddenly free-falling from a slack chain). Watch hands and feet to avoid being pinched.

Lower the anchor the remainder of the way by pushing the down button on the remote controller in spurts (rather than holding the button in continuously) to avoid deploying the anchor chain too rapidly and jamming or jumping the chain off the gypsy. Count the red/orange markers every 20 feet as they go past to lay out the desired amount of scope based on the expected tidal range and depth (see above).

After you have paid out the suitable amount of rode, then place the throttle in reverse slowly at first, then moving to ½ throttle to make sure you're not moving. If you add a bit of power and it holds for minute or so (watch for any movement in the location of the boat vs. the shore), the anchor is generally well set. If she moves, it is time to reset. If she doesn't move, push the

throttle to neutral, and stop the engine with the stop button, then turn and remove the key after the engine is stopped.

Always attach the snap of the 3-strand nylon line snubber in the anchor locker to the chain forward of the windlass to take all pressure off the windlass. Tie off rode snubber to a bow cleat and use the windlass to let out a small bit of rode until the snubber is doing the work. Always use the snubber to protect the boat, be a proper sailor, and create a quieter night's sleep in the forepeak.

Turn OFF the windlass breaker (i.e., push the red button on the breaker) to avoid discharging the house batteries.

Close the anchor locker.

Unplug handheld control and stow in the nav station.

f. Weighing Anchor.

When retrieving the anchor, never use the windlass to pull the boat up to where the anchor is set or to break the anchor loose from the bottom.

Start and warm up the engine for at least 5 minutes. Is cooling water coming out?

Open and secure anchor locker.

Plug in handheld windlass control.

Untie snubber from cleat. Anchor handler gives command to go forward dead slow under power towards the anchor while using the up button on the remote controller to take up the slack chain to allow unclipping of the snubber (or, you can simply step on the chain until the snubber is loose). Then take up the slack chain in spurts; when all the slack chain is retrieved, motor a bit further to break the anchor loose. Raise the anchor with the windlass controls in spurts, and pushing down the chain pile with the wooden end of the mop handle as it builds. Once the anchor is out of the water, please retrieve it by hand, placing the anchor's shaft on the rollers, then carefully take the slack out of the chain using the windlass controller. If the anchor bangs the bow when being raised out of the water, it will cause damage and you will be responsible for that damage.

Finally, be sure to secure the anchor with the safety lines on the anchor roller, and attach the snap to the anchor chain behind the anchor to take pressure off the windlass. After you have taken the pressure off the windlass, then turn OFF the windlass breaker to avoid discharging the house batteries. Unplug the controller and return it to the nav station desk.

If the chain gets tight while you are retrieving, stop the windlass. The anchor is still buried. Never break out an anchor with the windlass. Motor slowly forward until you feel the tension release. Now continue to raise with the windlass as noted above.

Close anchor locker and secure.

NAVIGATION.

a. General.

Know where you are at all times. This can mean the difference between a great adventure or a terrible ending. As your charter agreement states, you should not be underway after dark or in periods of limited visibility. Hence, you need to be at a secure anchor or moorage prior to nightfall. With the many hidden rocks, extreme tides, variable fog and weather and fast currents, the San Juan Islands can present a very challenging environment in which to sail. Pay close attention to the details and information provided in your Skipper's Meeting/Safety Briefing. That

information is critical for both new guests, and repeat guests. Don't assume that conditions one year are the same in another year.

The boat is equipped with a Raymarine C-80 combination GPS, color chart plotter and radar. Those won't save you from the rocks if you aren't careful and cautious. Hitting a rock with our wonderful boat would be devastating to you and to us.

But it is strictly up to you to know your position and avoid all hazards. Remember: She draws 6'3", and obstructions that are closer to the surface than that, are true hazards. Mind your chart, plotter and tide chart! Give all buoys and rock markers a wide berth, as they may be out of position or may not be directly over the obstruction.

Use the paper charts as well as the chart plotter. Don't rely on just one. Pay close attention to where you are and stay well clear of the hazards marked in red on your paper chart MapTech book.

Be VERY cautious of large ships under power in the San Juan's. They are often traveling at speeds of 15 knots or more, have limited maneuverability and can easily overtake you. Be particularly cautious of tows with barges, which can be as much as a mile or more astern of the tug and seeing the submerged tow line can be difficult.

b. Charts, Books and Other Helpful Navigation Tools.

Chinook has an excellent library of books — both educational and recreational. Enjoy these books, and please treat them well so that we can all use them for a long time.

Some titles include:

- MapTech San Juan Islands Cruising Atlas
- Current Atlas Juan de Fuca Strait to Strait of Georgia
- The San Juan Island (Dreamspeaker Series)
- Gunkholing in the San Juans
- Gunkholing in the Gulf Islands
- The Essential San Juan Islands Guide
- Gulf Islands & Vancouver Island
- Bareboat Cruising (US Sailing)
- Basic Cruising (US Sailing)
- Exploring the San Juan and Gulf Islands
- Waggoner Cruising Guide to Puget Sound, etc.
- Ports and Passes (for current year)
- Boaters Pocket Reference
- Chart No. 1

Several navigational charts are found forward of the nav station in a tube. Please always use charts at the helm when underway (there are 4 chart holders sewn into the roof of the dodger so you can keep charts handy) in addition to the electronic navigation equipment aboard CHINOOK. You should be able to accurately pinpoint your location at any time on a chart within 5 seconds; keeping to this standard should avoid collisions with rocks or groundings.

Charts include: US 18421, Canadian 3441, 3442 & 3443

To further assist with your navigation needs, look in the nav station desk for a hand-held compass, Chart #1 (Symbols, Abbreviations and Terms), quick-reference cards, parallel rules, divider, and various office supplies.

GENERAL BOAT SYSTEMS.

a. Head and Holding Tank.

Please brief the entire crew on use of the marine toilet.

Please note that the head WILL plug up if anything is placed down the toilet except for human excrement. Please place all other objects, including any toilet paper you use and all feminine items, into the waste receptacle next to the head. Nothing should go into the toilet that you have not eaten! If you do that, you won't have to undertake the awful mess of unplugging the head! The rule of the sea is he (or she) who plugs up the head, must unplug it! The tool kit is in the starboard lazarette in a yellow/black bag. Be VERY careful about releasing the pressure of a plugged head as it may shoot up a considerable distance!

Chinook has a 22-gallon holding tank located behind the door in back of the toilet. The tank is made of see-through plastic and the tank level must be monitored visually - there is an electric tank gauge for the holding tank, but it is often unreliable. The tank can be emptied at a pumpout station through the waste pumpout port located in the walkway in the middle of the boat on the starboard side, or overboard using the macerator pump (where legal). San Juan Sailing staff will discuss holding tanks and pumpouts upon your arrival at the Skippers Meeting.

To operate the toilet, select "Wet" (lever moved to the left) with the selector lever on top of the pump body on the toilet and pump the handle until the toilet bowl is flushed clean. Return the selection lever to "Dry" and pump the handle until the bowl is dry. Always pump the selector on "Dry" when finished to remove water from the toilet or it will likely spill out on the floor when the boat heels! Limiting pump strokes will maximize use of the holding tank.

CAUTION: If the toilet pump starts to resist your flushing efforts, **DON'T FORCE IT!** Exploding or leaking sewage is most unpleasant! Search out the problem and correct it. Check to make sure you have the selector switch moved fully to the 'wet' or 'dry' selector on the pump handle box. If it is slightly in the middle, the pump will offer considerable resistance and you can damage the mechanism by forcing the pump.

The thru-hulls for the head are located under the sink in the head. Viewed left to right the thru hulls are: 1. Head Intake. Leave open all the time. 2. Sink/shower discharge – 2 valves. Leave open all the time. 3. Macerator outlet. Leave closed unless you need to empty the holding tank overboard where lawful to do so (see below). 4. Head overboard discharge. Leave the thru hull closed and the gray valve at the top of the hose open (topmost position), unless you need to discharge directly overboard (see below). If the Head discharge valve is open, the toilet will discharge directly overboard. If the thru hull is closed, the head will discharge into the holding tank. See the labeling at the thru-hull and understand how it works before leaving on your cruise. Monitor the holding tank carefully so you do not overfill it and while it has an automatic 'full' light, you can also visually check by opening the cabinet to the left of the sink. When underway in US waters, always have the macerator valve and the discharge overboard valve closed so you are placing the waste into the holding tank, NOT overboard. Coast Guard inspections are rare, but this is one area they will check. If you need to discharge directly from the holding tank and

from the head, open the head overboard discharge AND move the gray lever at the top of the hose away and down from where it is marked “To Holding Tank”. The gray lever is normally left in the ‘up’ position (which is slightly hull side of the sign on the valve body). It will now discharge directly overboard.

To empty the holding tank overboard (where legal and appropriate to do so), turn on the switch labeled “Macerator” on the 12V DC panel at the nav station, then open the seacock for the macerator hose under the sink in the head. The macerator pump intermittent switch is located on the left side of the sink cabinet in the head; press and hold the macerator button and simultaneously visually monitor the tank being emptied. You will hear the macerator sound change when the tank is empty, and the pitch of the noise will go a bit higher. Do not run the pump dry for longer than 3 seconds or the pump may be damaged. When the tank is empty, close the thru-hull valve.

To pump out the holding tank through the waste deck fitting, open the deck plate with the “key” located in the nav station desk. Follow the pump out station operating procedures to pump out all effluent from the holding tank. Flush the holding tank by adding fresh water in the deck fitting from a hose. Pump out the holding tank again with the pump station. Close the deck fitting.

After dumping or pumping the holding tank, please add a small amount of holding tank treatment to the toilet bowl and pump it and some water into the holding tank. The holding tank treatment is located in the sink cabinet in the head.

- b. Cockpit: Lazarette Storage, Pivoting Wheel and Hinged Stern Seat, Emergency Tiller, Transom Shower, Swim Platform/Ladder.

There are three lazarettes in the cockpit for storage: the large primary starboard lazarette locker and starboard and port stern lazarette lockers. The propane tank locker is located on the portside of the cockpit. Please put gear back where it belongs to avoid confusion for you and all who will be using Chinook. With her high freeboard, you will appreciate the folding step ladder in the port rear lazarette.

Chinook’s comfortable cockpit has an innovative steering wheel that pivots 90 degrees and makes it easy to walk from the helm to the companionway with wide-open cockpit access. To pivot the wheel, simply pull out on the silver knob located on the side of the pedestal and pivot the wheel to the side. The stern seat is hinged to allow easy access to the swim platform. Simply pull the seat up with the handle and swing the opposite end of the seat down and out of the way. Please store the cockpit cushions in the head to prevent damage.

CAUTION: During operation, the pivoting steering wheel must be locked into its normal operating position with the steering wheel perpendicular bow to stern. Never operate the boat with the steering wheel out of this position.

The emergency tiller is an L-shaped steel pipe located in the primary starboard stern lazarette locker. To use the emergency tiller, remove the round silver plate under the hinged stern seat using a winch handle, insert the tiller into the socket on the rudderstick, and pivot the tiller to steer the boat. Please familiarize yourself with the location and operation of the emergency tiller before departing for your vacation.

The hot/cold transom shower is located under a cover on the port side of the transom. There are hot and cold knobs in the compartment; the shower head is attached to a hose approximately 4’ in

length. The transom shower comes in handy for taking a shower on a warm day, and for washing off shoes prior to boarding the boat when coming back from shore. The swim platform makes boarding the dinghy easy. The swim platform ladder pivots back and down into the water off the stern.

CAUTION: DO NOT grab the ladder or pull back when boarding platform from dinghy, since it will likely break loose from the tie down and you may fall back into the water.

c. Bilge Pumps.

Please familiarize yourself with the operation and location of all bilge pumps prior to getting underway on your cruise, and check the bilge twice each day, morning and evening. There are three bilge pumps on board: an electrical 12V DC bilge pump, a permanently mounted manual bilge pump, and a handheld portable manual bilge pump. The electric bilge pump can be manually controlled by turning on the breaker labeled “Bilge Pump” on the 12V DC electrical panel at the nav station, and this pump also has an automatic float switch wired directly to the house battery. When there is enough water in the bilge, to “float” the switch, the pump engages and pumps out the water, even if the bilge pump breaker is turned off. Hopefully you will never hear the bilge pump start automatically. If you do, please investigate immediately. Check the thru-hulls to make sure none are leaking and take appropriate action (e.g., shut off the seacock valve and, perhaps, tighten the hose clamps, then reopen the seacock valve). Report it to San Juan Sailing either by phone or VHF if it is a significant problem, or upon your return if it is a minor problem. To check the float valve, access the bilge under the center floorboard and gently lift up the white float valve momentarily - you should hear the pump engage. The electric bilge pump and its filter are located at the pump station under the starboard settee.

NOTE: Do not run the electric bilge pump for more than 3 seconds when it is not pumping water. It may burn out the pump.

The manual bilge pump is permanently mounted on the starboard side of the cockpit wall, below the lazarette lid. The handle for this pump is permanently attached, and slides into, the pump housing - just pull it out and start pumping.

The handheld manual bilge pump is located in the primary starboard lazarette locker. It pumps 13 gallons per minute and can be used wherever it is needed.

d. Batteries and Charging.

The two 200 amp hour house batteries (400 amp hour total) operate lights and equipment, and are located under the aft berth. The 75 amp engine starting battery, intended solely for starting the engine and running the anchor windlass, is located in the front of the engine compartment, accessed by raising the companionway stairs. Three battery switches are mounted on the front of the aft berth facing the aft cabin door. The switches are labeled; the portside switch is the house battery, the center switch is the engine battery, and the starboard switch is the negative, or common ground. The vertical switch position is ON, and the horizontal position is OFF. Leave all battery switches ON (i.e., in the vertical position) all the time, the boat is equipped with a battery isolator so the batteries will not discharge if the switches are left on.

CAUTION: Never turn any battery switch to OFF (horizontal) while the engine is running. This will blow the alternator diodes and the regulator beyond repair, your batteries will no longer

charge, and all this will definitely negatively impact your vacation! In fact, you should not have to turn any of the battery switches off, unless there are unusual circumstances - Chinook is equipped with a battery isolator so there is no need to turn off the switches at the end of the day to protect discharge of the engine battery.

The batteries must be charged by one of two systems -- the engine alternator or the 120V AC battery charger. A belt drive alternator is mounted on the engine, which produces 12V DC as needed by the batteries when the engine is running higher than 1100 rpm. A 20-amp marine battery charger, located in the engine compartment, is wired into the 120V AC shore power system. This charger converts the 120V AC dock power to 12V DC and feeds it to the batteries. The battery charger is completely automatic. To charge the batteries from shore power, first connect the shore power cord to dock power and then turn on the breaker labeled "Battery Charger" on the 120V AC electrical panel at the nav station.

CAUTION: Never leave the AC battery charger ON (on the 120 V AC panel) when the engine is running.

Whenever you are not connected to shore power with the battery charger on, and the engine not running, the lights and equipment are being powered solely by power stored in the house batteries. Continuously be aware of the charge on the batteries, particularly if you have gone for more than a couple days without charging the batteries from shore power. The house battery charge can be checked on the voltmeter mounted in the center of the 12V DC electrical panel at the nav station. To operate, turn on the "Battery Test" switch in the center of the panel and read the voltage on the meter. This should be done when the battery is cold (i.e., has not been recharged by the engine or battery charger or used for at least 1 hour beforehand). A reading of less than 11.7V means that recharging is necessary.

We've noticed the Raymarine radar is the single largest power draw on board, seconded by the entertainment system. However, if you do NOT disconnect the anchor windlass and switch the breaker to the OFF position by pushing the red button in, it will remain on, and will drain the batteries. Always disconnect the anchor windlass and turn off the breaker after you have anchored.

Charging – we recommend that the batteries should be charged at least for 1 hour per day. Note there is a CO2 detector located under the nav table. If the batteries are getting too low, it will start 'chirping', which is a signal that you need to start the engine and recharge the batteries, unless the CO2 detector is disconnected.

When charging with the engine, the engine should be at a minimum of 1100 RPM (note that running the engine faster will not decrease the charge time). 1100 RPM is optimal.

e. Dinghy.

Chinook has an inflatable Mercury Sport 310, 10' 2" dinghy. Towing works best when the dinghy is brought close to the boat — about 4 or 5 feet off the stern. This lifts the bow, reduces drag, and lessens the chance of wrapping the painter around the propeller. Tie the dinghy tow line (the 'painter') off twice to ensure it doesn't come loose —once at a cleat then the bitter end to the stern rail. **The combination lock number for the dinghy motor is in the nav desk taped to the right side on the inside.**

The dinghy oars should be left attached to the oarlocks on the dinghy and the paddle ends secured in the keepers, but occasionally check the knobs on the oarlocks to ensure they are tight.

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, dinghy bottom-slicing rocks. When approaching the shore, weight the dinghy aft by leaning or moving toward the back of the dinghy. Then offload everyone over the bow. Lift the dinghy above barnacle height using the hand lines on either side, and deposit it gently on the beach. Also remember to secure the painter under a rock or to a log — especially in the case of a rising tide.

If you take an outboard motor with you for the dinghy and a spare gas can, DO NOT store the spare gas anywhere on board the boat - it is a fire hazard. Store the spare gas can on the floor of the dinghy.

Please tie the dinghy to port side, away from the engine exhaust. Also, the heater exhaust is located just on the middle starboard side of the stern, by the swim ladder. The exhaust is hot and will melt nylon lines.

f. Dodger, Bimini and Pedestal/Wheel Covers.

The plastic dodger and bimini “glass” is vulnerable to scratching from salt crystals, especially after sailing into a challenging breeze. The salt spray on the glass dries in the wind, leaving behind tiny salt deposits that obscure your vision. Please avoid directly touching the glass with a rag, sponge, deck brush or anything else! It’s like rubbing the glass with sand paper, will leave permanent scratches and ruin the glass! Never use Rainex, Windex, or detergents on the glass or canvas. To clean, use generous amounts of fresh water with a pan from the galley to “flood” the glass and dissolve the salt crystals away. Better yet, wait until you’re at a dock where you can hose off the salt crystals with fresh water. If the glass is really clear, you can thank previous guests for their diligence. And we thank you too! Please do not fold up the dodger windows.

The dodger/bimini rails are intended for safety use. Please do not hoist yourself or use the rails with excessive force.

Please use the pedestal cover, as well as the separate steering wheel cover for when you are through operating Chinook for the day. These covers will help protect the electronics and other equipment attached to the pedestal.

g. Refrigeration.

The front-loading 12V DC-powered refrigerator must be turned ON at the switch labeled “Refrigerator 1” at the 12V DC electrical panel at the nav station. The thermostat control for both the refrigerator and freezer is located on the left side of the refrigerator. NOTE: keep thermostat at 1.5, and place vegetables or other items likely to freeze in the lower portion of the fridge, or they will likely freeze. If you will be out for more than 1 day without plugging into shore power and charging the batteries, we recommend that you only run the refrigerator during the day, not at night. This will help conserve house battery power.

h. Freezer.

The top-loading freezer, located forward of the stove, is also turned ON by the 12V DC “Refrigerator 1” switch. The lid to the freezer locks open by a hydraulic arm on the side of the

freezer. To release the hydraulic arm and close the lid, pull the silver knob at the bottom of the arm firmly OUT (to the right). The arm, or freezer housing, could break very easily if it is forced to close without releasing the locking mechanism. Ice will help keep frozen food frozen, but do not expect to freeze unfrozen food in the freezer.

i. 2-Burner Gas Stove/Oven.

The gimbaled liquid propane gas stove has two burners, as well as an oven. Propane for the stove is from the propane bottle located in the self-draining locker in the portside of the cockpit. The pressurized gas is fed through a regulator and pressure gauge and then to a 12V DC-operated solenoid valve. The solenoid is a remotely controlled valve which turns the flow of gas on and off from the switch labeled “Gas Valve” on the 12V DC electrical panel at the nav station.

CAUTION: Never leave the boat unattended when stove is in use. **TURN OFF** the propane tank valve and the solenoid switch on the 12V DC panel when stove is not in use.

To operate the stove/oven:

Make sure the burner and oven control knobs are in the “off” position.

Rotate the hand valve on the forward propane tank counterclockwise all the way open and very slightly snug.

Turn ON the “Gas Valve” switch on the 12V DC control panel at the nav station to open the solenoid valve. You may hear a click in the propane locker as the solenoid valve opens.

No match is necessary. You should, however, light the left (large) burner first. Push in the stove or oven control knob and turn to the left to high, and push the black ignitor button on the right side of the stove adjacent to the oven temperature gauge. The burner should light immediately.

Note: A safety thermocouple will keep the valve open as long as the burner is lit. If the flame goes out, it will stop the gas flow to the burner.

When finished with the stove/oven, shut off burner(s), then shut OFF the solenoid “Gas Valve” switch, and finally shut the valve on the propane tank. What little propane remains in the line from the tank to the stove in the galley is insignificant, and even if this tiny amount of propane were to leak into the cabin, it would not cause a problem.

After lighting the oven, adjust the oven temperature using the thermometer mounted on the right side of the stove.

At this point you have both the solenoid valve and the closed tank valve protecting against a potential propane leak into the main cabin. You’ll sleep much better! Please note that both of these propane valves are located in the propane locker in 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. While the propane tank normally lasts for six weeks or more, San Juan Sailing’s staff fills the propane tank every 3 weeks.

CAUTION: If the odor of gas is detected, turn off all electrical and mechanical systems, extinguish any open flames and immediately check for a gas leak. Propane is heavier than air and may settle in the bilge which could cause an explosion or fire hazard.

j. Barbecue.

This is one of the best ways to cook aboard Chinook. The BBQ means great meals from the chef and easy cleanup: The stainless steel Magma propane BBQ is mounted on the port side stern rail. To use it, first take off and secure the BBQ cover. It is best to tie it on the rail away from the BBQ. Open the dedicated propane locker located on the portside aft corner of the cockpit just

forward of BBQ. Attach the quick-connect valve to the BBQ. It is the loose valve at the end of the propane line coiled around one of the two tanks, and runs to the bottom of the BBQ. This is quite simple, and all you need to do is push in the valve into the bottom female end of the BBQ, but you do need to be quite careful you don't damage the rubber seal on the quick connect valve. It helps to insert to the O ring, then rock the valve slightly to ensure the O-ring is not protruding. When seated all the way, you are ready to go. Turn the propane tank valve on, then the valve at the BBQ. Light the BBQ with the red striker button or a hand igniter located under the galley sink. A fire extinguisher is located in the primary starboard lazarette locker. In a couple of minutes the BBQ will be hot and ready for action.

The transom swim platform is a perfect place to stand while slaving over the hot flames.

After feasting, disconnect propane hose in reverse and secure all including the BBQ cover after the BBQ cools and before sailing. Please clean any grease drippings off the transom.

Note: As a courtesy to the next guest, please use wire brush to clean the grill.

In addition to grilling, the burner plate and dome system on this BBQ allows for use as a stove for boiling, etc. A large stock pot is stored under the starboard settee in the salon for boiling shellfish.

CAUTION: If you are using an outboard motor for the dinghy, be very careful with gasoline near the open flame of the barbecue to prevent an explosion and fire! Never use the barbecue with an outboard on the rail mount. Put the outboard on the dinghy so it is well away from the barbecue. Also, move the dinghy away from under the BBQ when using it, so hot embers from prior food don't fall on the dinghy and melt a hole.

k. Microwave.

The microwave works on 120V AC power when the boat is plugged into shore power or when the inverter is on. (We recommend you use with shore power only, but a minute or two on the inverter is fine). Once the boat is plugged in, turn on the switch labeled "Outlets" on the 120V AC electrical panel at the nav station, and then you can use the microwave. When using the microwave, turn off all other heavy-draw appliances (such as a heater), to avoid tripping the "Outlet" circuit breaker, which will shut off power to everything plugged into an outlet. If a breaker does trip, turn of the appliance, push the red reset button on the outlet to reset breaker, then turn outlet switch back to the "on" position at nav station panel, then use appropriate appliance and/or microwave.

l. Water System.

Chinook carries 98 gallons of fresh water, when full. That should suffice for most cruises, if folks take 'sailor showers' and you use the water wisely. We generally top off at least once during a week long cruise with the hose that is located in the cockpit lazarette. The fresh water system supplies the sink in the galley, the sink and shower in the head, and the transom shower. This system is pressurized by an electric 12V DC pump, located at the pump station under the starboard settee.

CAUTION: Never run the electric pump when the tank is empty. It may burn out the pump. Also, always turn the fresh water pump OFF at the 12V DC electrical panel when

the boat is underway. Boat movement and heeling may activate the pump and cause excessive use and burn out the pump.

To operate the fresh water system, turn on the switch labeled “Freshwater Pump” on the 12V DC electrical panel at the nav station. You may hear the pump run for several seconds if the system is not fully pressurized, and the pump will run whenever a faucet valve is open. If you hear the pump running continuously, check all faucets to make sure they are closed, if the faucets are closed and the pump continues to run, you may either have both of the tank valves open (only one should be open at a time), or there is probably a leak in the system - please inspect.

There are two water tanks. There is a 44 gallon aft tank located under the cockpit on the starboard side, and a 54 gallon bow tank. Red and blue plastic piping is used for all water connections. Tank valves (and fresh water pump) and the labeled selector switches are located under the starboard settee in the salon. The valves are clearly marked by tank. You must select the tank from which you want to draw water using the tank selector switches located at the pump station under the starboard settee.

The forward switch operates the bow tank and the aft switch operates the aft tank. There are no tank monitors, so take care not to run the tank (and the pump) dry. Switch the tank selector valve to the other tank before the tank you are using runs dry. Only have one valve open at a time – if you have both valves open, the water will ‘spurt’ from the taps as if there is an air pocket or air leak. We fill the tanks whenever we are at an available water source to avoid running them dry.

There are deck fills for both fresh water tanks on the starboard walkway: one at the stern for the aft tank, and one just forward of the mast for the bow tank. There is 75’ of hose for filling the tanks in the starboard lazarette locker.

Hot water is stored in the insulated 6-gallon tank located under the aft berth. It takes about 30 minutes of running the engine under load to get hot water. When on shore power, you can heat your water electrically by turning ON the switch labeled “Water Heater” on the 120V AC electrical panel (also takes about 30 minutes). Please turn the “Water Heater” switch off when you are done using hot water. Experienced cruisers know the sailor’s shower: get wet, turn it off, soap up, rinse off. Be sure to turn the shower sump pump switch ON at the 12V DC panel board.

CAUTION: The engine can heat the water to scalding temperatures! Be careful when taking a shower or washing with hot water.

If you hear the pump running continuously, you are out of water. It’s time to switch tanks, or re-fill the tanks. There are gauges atop both tanks which mark a scale between empty and full. The aft tank is smaller at 44 gallons, with the forward tank holding 54 gallons. For best water management, leave only one tank open at a time. When one tank runs low (faucets start “spitting” or water pump runs continuously), close that valve and open the other valve.

The fresh water pump switch is located on the electrical panel above the nav station.

If you do require additional water during your cruise, be aware that State Parks do not have pressurized water, but most other points of civilization do, where there are standard mooring slips, including Roche Harbor, Semiahmoo, Friday Harbor, Rosario, etc.

When filling the tanks, **BE SURE TO PUT WATER ONLY INTO THE FILL CAPS**

MARKED “WATER”. If you make a mistake and place water in the Fuel fill, DO NOT try to start the engine as you will ruin the engine! You must immediately secure her, and call San Juan Sailing for instructions!

m. Shower.

Hot water is stored in an insulated tank located in the engine compartment. It takes about 20 minutes of running the engine under load to get hot water. CAUTION: The engine will heat water to scalding temperatures!

When on shore power, you can heat your water by switching on Water Heater at the 110V panel. To save water, use the ‘sailor’s shower’ method: get wet, turn water off, soap up, rinse off.

The shower sump pump empties water from the shower without letting it enter the bilge. If you take a shower, turn ON the switch located on the 12V DC electrical panel labeled “Shower Pump”, then turn ON the sump pump switch, located on the right side of the head sink cabinet while you are running water.

n. Carbon Monoxide Detectors.

For added safety, a carbon monoxide detector is located under the nav station desk. Note, if the batteries are getting too low, the CO2 detector will start chirping. That is a signal that you need to start the engine and recharge the batteries. Don’t rely on the CO2 detector. Often they have a tendency to go off and we have noted that guests often disconnect it by opening the CO2 detector box and removing the wires.

o. Heater.

Chinook has a Webasto 3500 diesel-fueled forced air heat system. The heating unit is located in the starboard stern lazarette locker and is very efficient. The unit gets hot during operation so it is covered. To operate, turn ON the switch labeled “System Heat”, located above the barometer at the nav station to supply power to the heater. The heater thermostat control is the white control mounted above the nav station barometer. The control is on top of the unit. Turning control all the way to the left turns off the unit; however, the fan will continue to run while the unit is cooling down. There are outlets at floor level at the nav station and in the head. Check and make certain that vents to the part of the boat that you are trying to heat are open. The heat is dry, comfortable, and on those rainy days or cool evenings, makes a huge difference in cruising comfort! After you turn heater on and adjust thermostat to your preference, it will take about 10 minutes for the boat to be warm and snug.

There is also a 120V AC electric heater located under the starboard settee should you need this while connected to shore power. Please take care not to tip the heater, and also please place it in a safe location that is free of combustible materials, paper, or fabric. This heater has an automatic shutoff.

For safety, (and power conservation) do not leave the heaters on overnight or while underway. Use it to take the chill off in the mornings and evenings, and shut off before bedtime or sailing.

ELECTRICAL SYSTEM.

a. Connecting to Shore Power.

CAUTION: For safety, when connecting the boat to shore power, first make certain that the switch labeled “AC Main Shore” on the 120V AC panel at the nav station is in the OFF position. Also, make sure the breaker at the 120V AC shore power supply at the shore connection is in the OFF position. Then connect the shore power cable to the boat prior to connecting the power cable to the shore power socket. When disconnecting the shore power cable, again turn OFF the switch at the breaker at the shore power supply first, then turn the 120V AC panel switch to OFF, then disconnect the power cable from the shore socket and finally from the boat. Please ensure that socket cover is closed tight. The yellow power cord is located in the main lazarette in the cockpit. Be careful when uncoiling it or stowing it to keep it away from sharp objects that may pierce the covering of the wire, or a short may result. The socket cover is located on the port side of the transom.

b. AC (120V) Power.

The shore power breaker is a black circuit box attached to the wall forward of the nav station. When connected to 120V shore power, this switch should be left ON so the boat will receive power. There are 7, 120V AC outlets on board: one in the aft cabin, one in the cabinet near the microwave in the galley, one on both sides of the salon, one in the forward cabin, one at the nav station, and one in the head. The 120V AC outlets will only work if the boat is connected to shore power and the “Outlets” switch on the 120V AC panel at the nav station is turned, although for short periods, such as charging your cell phone, you can use these with the inverter.

Likewise, the microwave, the TV and the PS3 will run when connected to shore power, although they will run for short periods on the inverter. The hot water heater and battery charger are also run by 120V AC shore power.

c. DC (12V) Battery Power.

All other equipment than that listed above under 120V AC power is operated by 12V DC battery power.

There are separate breaker on/off switches on the 12V DC panel at the nav station for the following equipment: various lights (see below), autopilot, bilge pump, fresh water pump, shower sump pump, refrigerator/freezer, propane gas solenoid valve, instruments (AM/FM CD player, radar/chartplotter, and VHF radio), macerator and a spare.

NOTE: Three beeps will be heard when the “Instrument” breaker switch is turned off. This is nothing to be alarmed at – it is simply the stereo indicating that it has been turned off completely.

d. Anchor windlass breaker.

It is located to port of the battery switches on front of the aft cabin berth. Note: Always operate the anchor windlass with the engine running. To switch on the breaker, push the little rocker lever on the bottom left side of the switch, up and into the switch. To disengage the breaker, push in the red button on the breaker, which will kick down the little switch.

e. Cabin lights.

Once you have turned ON the switch at the 12V DC panel labeled “Cabin Lights” the on/off switch for all galley and cabin lighting is controlled by an individual switch in each cabin and the salon, and also from switches at some individual lights.

f. Steaming light.

This is for when you are underway at night with the engine running — but please be advised that night passage is not permitted under the terms of your San Juan Sailing charter agreement.

g. Fresh water pump.

This switch activates the fresh water pump located at the pump station under the starboard settee. This pump pressurizes all the fresh water supply lines to the galley and head, and it shuts off automatically when the lines are at “working pressure”. If you don’t hear the pump start up when you turn on the panel switch, hopefully it means that the system is at working pressure already; you should hear the pump start after you use some fresh water.

h. Underway.

The water pressure, shore power and propane solenoid should be shut off while sailing.

i. At Anchor status.

The instruments and running lights should be shut off when anchored or tied up for the night and the anchor light lit when at anchor or on a mooring buoy.

j. Inverter.

A new 2500 Watt Magnum Inverter was installed April 2010. 2500 watts is ample power for running the TV and PS3, or for running the microwave and coffee maker. Do NOT attempt to run all electrical equipment with the inverter, or you will over load the system and discharge the batteries. Also, you should not use the inverter for more than three hours at a time, without recharging the batteries. To use, press the ‘on’ switch located immediately above the ship barometer by the nav station (and underneath the thermostat. The system is automatic and does not need to be turned off when on shore power. However, for good practice, you should simply turn it off when on shore power.

ELECTRONICS AND COMMUNICATION.

The radar/chart plotter, tri-data (depth/speed/distance) instrument, wind instrument, and autopilot are all Raymarine products installed at the helm. We have provided laminated basic operation cards for these instruments in the nav station desk - feel free to keep these cards at the helm while you are operating the boat. There are also detailed operation manuals for each in the seat of the nav station. If you take these references out during your cruise, please return them to their respective storage areas for the next charter guest. Thanks!

Note: To operate any of the electronics, first turn ON the appropriate breaker switches on the 12V DC panel at the nav station.

a. Color Radar/Chart Plotter.

Chinook has a color Raymarine radar/chartplotter with an 8’ screen at the helm. The chartplotter can be used without the radar to reduce battery drain. The GPS input to the chartplotter comes

from a WAAS receiver mounted on the portside stern rail. To start the radar/chartplotter, press the red button at the lower left corner of the unit. The unit will start up in the mode that it was last shutdown in (i.e., radar only, chart only, or radar/chart split screen). Use the “Page” button in the upper right corner of the unit to change these screen display modes. To shut down the unit, press and hold the power key for 3 seconds. Please refer to the radar/chartplotter operation card for more details.

We recommend that in addition to the Maptech waterproof chartbook, with the most active “killer rocks” marked in red, in the cockpit, please use the chartplotter and larger scale individual charts for added safety. Chinook is outfitted with chart pockets on the roof of the dodger to make it easier for you to keep charts handy while underway.

You should have little need for the radar except for the highly unlikely event that you are suddenly enveloped by fog. The fog that we have encountered usually burns off by midday. If it’s still soupy after breakfast, we put on an extra pot of coffee until it lifts.

CAUTION: Never depart from a “safe” location in the fog. Stay put until the fog lifts!

b. ST60 Tri-Data Instrument.

The depth and speed displays on this instrument should be set upon turning the unit on, with the “Instruments” breaker on the 12V panel. We recommend that you do not press the depth or speed buttons on the unit during operation.

c. Depth Sounder.

The digital depth sounder display on the ST60 tri-data instrument may not give accurate readings in deep water (i.e., greater than 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 readings back. Consequently, you will receive many false readings caused by currents, changes in water temperature, fish, and seaweed.

Use the depth sounder only as an aid to navigation in shallow water. However, the key to avoiding rocks is not the depth sounder or the chart plotter—but using paper charts and the Maptech book, and 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 alarm. It is likely to sound at inappropriate times such as late at night if a fish passes beneath the transducer. Pay close attention to your safety briefing at SJS to avoid rock hits.

d. Knot Meter.

The knot meter display on the tri-data provides a reading of apparent speed of the boat through the water. The reading will be affected by currents. If the knotmeter shows a reading of “0.00” while underway, the impeller is most likely clogged with a piece of eelgrass. You can try to removing it by stopping the boat and traveling in reverse. Sometimes it will float off overnight. The impeller is located beneath the center floorboard, just aft of the forward cabin.

Do not try to remove the impeller to clear it; a hole in the hull is a scary situation, and if not plugged quickly can sink the boat! If the knot meter is temporarily “out of service”, the GPS unit input to the chartplotter provides an alternate and more accurate true boat speed reading.

e. Trip Meter.

The trip meter display on the tri-data gives a reading of the total (log) or trip distance traveled.

f. ST60 Wind Machine.

This instrument provides a digital reading of true or apparent wind speed, and a needle gauge reading of true or apparent wind direction. Simply push the “True” or “Apparent” button on the instrument to select between the two modes.

g. ST6001 Autopilot.

The autopilot always powers up in “Standby” mode with the display showing the boat’s current compass heading. To activate the autopilot, once underway on the desired heading, press the “Auto” button. The autopilot will maintain that heading. To disengage the autopilot at any time, press the “Standby” button. You can change course while the autopilot is engaged by pressing the -1 or -10 buttons to change the heading 1 or 10 degrees to port or by pressing the +1 or +10 buttons to change the heading 1 or 10 degrees to starboard. We recommend that you not use the “Track” function.

CAUTION: Be aware that the strong currents around the Islands can dramatically affect the actual direction that the boat is traveling when the autopilot is engaged. Use the charts and chart plotter, and be very careful when operating with the autopilot engaged so you are continuously aware of where you are headed regardless of the heading indicated on the unit. Always maintain a permanent watch by the helm.

h. ICOM VHF Radio with RAM.

The remote access microphone (RAM), when plugged into the starboard side of the pedestal, controls all radio functions of the main unit, mounted at the nav station, from the helm. To use it, first make sure the radio switch is on in the electrical panel. Then, **FIRST** turn on the radio at the nav station, **THEN** turn on the remote mic at the binnacle. We find this very convenient. In case of a distress where you can no longer stand by the radio to pass your mayday, use the red distress button on the main unit. First flip up the red cover, then press the button. 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 79.

i. Weather information.

We like to make it a habit to check the weather before departing, and again before anchoring for the night. Scan the weather channel 4 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”; 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). Press WX button on the VHF radio and change channel up or down for the best reception.

j. Sony AM/FM CD Player with Remote.

The Sony stereo can be used to listen to AM/FM radio and CDs. It will beep three times when the “Instrument” switch is turned off as an indicator that the stereo has been turned off completely.

To turn on: turn on the “Instruments” switch on the 12V panel. If the stereo face does not turn on automatically, press the round “Source” button on the left of it.

Volume: turn the black rubber surrounding the red “Source button” right or left.

To listen to the radio: tune to a station by pressing either the left or right side of the round red “Seek” button on the right of the face. To toggle between FM and AM, press the red “Mode” button on the left top of the Seek button until AM or FM is shown in blue. There are 3 FM modes and 2 AM modes – it does not matter which number is used. To listen to a CD: press the silver “Open” button on the upper right corner of the stereo face, causing the face to swing down. Gently insert a CD into the black felt slot (marked by a red light) until the slot pulls it in completely. Flip the stereo face back up until it snaps. The CD should begin playing automatically, showing the track number and track time in white. To skip to another track or fast forward/rewind, press the right or left of the “Seek” button. To eject the CD, press the “Open” button again, and press the small red eject button to the left of the CD slot.

To turn off: press the red “Off” button on the bottom left of the “Source” button. This will turn off the radio or CD, and just display time. The stereo will not turn off completely until the “Instruments” switch is off and the three beeps are heard. Most other buttons on the stereo face should not be necessary for use, but the Sony operating manual may be referred to (in Misc Operating Manuals Binder, under nav seat), where sections appropriate for charter use are highlighted in orange.

DO NOT remove the stereo face from the nav station.

k. TV.

The TV is a 19” Vizio, which has a digital and analog tuner, and which can double as a PC monitor if you wish to hook up your PC. It will operate when connected to shore power or when using the inverter. When underway, please secure the TV with the blue cover and snap it shut to prevent it from swinging.

l. Sony Play Station 3 Game and Disk Player.

We have equipped the boat with a Play Station 3 with a 120g hard drive. Note that it will work when you are on shore power, along with the 19” TV, or when using the inverter. While we would rather be sailing, we realize that in weather situations, with a family on board, you need some games to pass the time. We do have some board games on board, in case you are away from shore power and want to spend family time ‘the old fashion way’. It is located in the box below the port settee along with the connections. We hope you enjoy this! Some do’s and don’ts, however.

1) Do enjoy it. It will play regular DVD’s, Blu-Ray as well as games. You should feel free to rent games at a local video store, at your cost, of course.

2) Please use the “Chinook Guests” user name only. The “RCraigjohn” user name is for the owner only. Please do not create new user names or attempt to reset the password, or reset the computer. It will only affect subsequent users and you will be charged for any repair or loss of data or games and any charges incurred.

3) We have pre-loaded the following games on the Console:

- a). “Fat Princess” children’s game
- b). “Call of Duty Classic” for more mature children and adults
- c). “Jeopardy”
- d). “Family Game Night”, which is a suite of games that includes Yahtzee, Scrabble, Connect4, Boggle, Sliders, Party, Sorry, and Battleship.
- e). “High Stakes on the Vegas Strip”, a poker game.
- f). “Rampage” a young person’s game.
- g). “Wolfenstein 3D” a young person’s game.

4) The Internet option is turned off. Please use the console for playing only locally, and not on line.

5) We have turned OFF the parent controls on the DVD and Games. We expect parents will monitor any children for appropriate content.

6) DO NOT leave the console on or running on the salon cushions or on any upholstery. It gets quite hot while running and needs to be vented underneath. We recommend placing the console on the wood only, with a newspaper, book or other object between the console and the wood to prevent heat damage.

7) Please leave the controllers, console, wires, etc. on –board when you leave. Any damage, loss, or any charges that you incur will be borne by you. If there are difficulties with the console, please let us know through the contacts in the Owners Notes.

m. Cell Phones.

Our boat is equipped with two, 12-volt outlets that can be used for recharging your cellular telephone. Both are located at the nav station. They will work while on shore power, or when using the inverter.

BERTHS.

Chinook sleeps four comfortably — two in the forward cabin and two in the aft cabin. Additional sleeping area may be gained for up to three people in the salon, which requires lowering the salon table and using the settee insert. To lower the table, raise the table up a bit, remove the pin through the center post, lower the table, and reinsert the pin in the lower hole of the compression pillar.

Both cabins have storage space, hanging lockers, reading lights, a flashlight mounted in a holder, and portholes (one opening porthole in each) for natural light and ventilation. A copy of “A Journey for Madmen” is aboard, in case you wish to read about the first around the globe single handed sailing race. Please leave on board when you leave.

Each morning, please check for moisture accumulation under mattresses and, if necessary, lift the mattresses to air out residual moisture. We have also installed a Froli sleep system under the mattresses in both cabins to prevent condensation as well as to increase comfort. This has dramatically increased the comfort of both cabins and the females in particular will find it far nicer than most boats.

The aft cabin contains an engine access panel on the portside of the engine compartment, and access to the rear of the engine, transmission, house battery, and hot water tank under the aft bunk.

INVENTORY.

See the Addendum One for a list of equipment.

LEAVING THE BOAT.

This is our least-favorite part of any trip! When packing up, don't forget to check all lockers for personal items and the CD player for your favorite tunes! Following the cleaning list provided by SJS and leave her in at least the same condition as when you boarded her, or better! Thanks for taking excellent care of Chinook.

CONTACTING US.

San Juan Sailing monitors Channel 80 during office hours (closed Sundays). By phone -- you can reach the San Juan Sailing office at (800) 677-7245 or owner Roger Van Dyken at (360) 224-4300 (cell) or (360) 354-5770 (home). Chinook's maintenance professional is Craig Cooper-- his cell phone is (360) 201-0178. If he is unavailable, call San Juan Sailing or Steve Pinley at (290) 768-5778. Please call him if there are any significant mechanical issues to be addressed. You may always feel free to contact us at Craig Johnson or Nancy Johnson on our cell phones at 801 673 0874 (Craig) or 801 209 6523 (Nancy). If you have experienced any problems with the boat, be sure to let us know.

Also let us know if there are items missing, new dings or scratches, or any mechanical or systems issues. We thank you for being our guests, and we look forward to seeing you aboard Chinook next year!

Fair winds and following seas,

Craig and Nancy Johnson, Piscataqua Investment LLC, Chinook

ADDENDUM ONE

SPECIFICATIONS – CHINOOK

BENETEAU 373 SPECIFICATIONS

Designer: Berret/Racoupeau
Year: 2005
LOA: 36' 11"
LWL: 31' 10"
Beam: 12' 4"
Draft: 6' 3"
Mast Height: 53' 6"
Displacement: 14,550 lbs
Fuel: 33 gal
Water: 98 gal (2 tanks)
Holding: 22 gal
Ocean Rating: Class A
Hull #: BEYN5094A505

NAVIGATION AND ELECTRONICS

Raymarine C-80 Color Chartplotter/Radar with 8" screen
Raymarine ST60 Tridata (depth, speed, distance)
Raymarine ST60 Wind Display
Raymarine ST6001 Autopilot
ICOM VHF w/ RAMic at helm
Compass

ENGINE AND ELECTRICAL

39 hp Yanmar diesel engine
2 12V DC battery banks
110V AC Shore power
20-amp battery charger
Sony AM/FM CD Player
Two 12V DC plug in outlets
Seven 120V AC outlets
PS3 game, disk player
MAXI Prop feathering propeller

MAST, SAILS, RIGGING, DECK

In-mast furling mainsail 140% Genoa with roller furling
Rigid boom vang
Primary anchor: 44# Bruce w/ 200' chain
Secondary anchor: 15# Fortress w/50' chain and 200' nylon rode
Electric anchor windlass w/ remote
Pivoting wheel on pedestal in cockpit

Pedestal, wheel, winch covers
Sternrail seats
Swim platform with ladder
Deep lazarette lockers (starboard/port)
Hot/cold transom shower
Dodger and Bimini
Magma Barbecue/Stove
GALLEY
Front-loading Refrigerator
Separate Freezer
2-burner Propane Stove with Oven
Microwave
Pressurized hot/cold water
Double stainless steel sink

ACCOMMODATIONS

Two Cabins (forward V-berth; double aft berth) with Froli sleep system
Dinette converts to berth
Hanging lockers
Reading lights
Webasto 3500 diesel forced air heater
Head with separate stall shower
Marine head with macerator pump
Panoramic salon windows
Lustrous "Douka" interior woodwork
FROLI sleep system for comfort

OTHER

Mercury 10' 2" inflatable dinghy
Charts, books, games
Crab ring
Screens and Window Shades
General spares and engine spares – in rear port settee compartment under cushion.
Tool kit – in starboard lazarette.

ADDENDUM TWO

CHECKLIST

Pre-Departure Checklist

1. Important: Have you checked the engine oil, coolant and sea strainer?
2. Have you loosened the steering brake in the center of the wheel?
3. Is everything stowed?
4. Are all the hatches closed?
5. Is the dinghy tied securely to the stern, PORT SIDE?
6. Is the dinghy line not dragging in the water?
7. Is shore power 120v panel turned off, shore power cord removed and stowed, and outlet cover closed securely?
8. Have you given your safety and head briefings to the crew?
9. Have you checked the weather forecast?
10. Have you run the bilge pump until dry?
11. Both battery switches in the (on) position?
12. Are the water pressure, gas, and cabin lights switches turned off?
13. Are the instruments and VHF switches turned on?

Departure Checklist

14. Pre-departure checklist complete?
15. Crew briefing done?
16. Life jackets on?
17. Engine started and idled for 5 minutes? Is exhaust water flowing freely?
18. All lines out of the water?
19. Where is the wind coming from?
20. What is your exit strategy given the wind, hazards to navigation and boat traffic?
21. Do you know your way to safe water from here?
22. Have you briefed your crew on dock line handling or windlass operation?
23. Instruments turned on?
24. Have you swung the wheel to the running position and unlocked the steering wheel brake?

ADDENDUM THREE

Compass Deviation Table

Ship's Compass to GPS Magnetic Compass Heading

Add or subtract the value to the Ship's Compass to derive GPS magnetic.

September 11, 2010

Course per Ships Compass (PSC)	Deviation	Navigator Notes:
0-30	-15 degrees	
30-60	-15 degrees	
60-90	-0 degrees	
90-120	+10 degrees	
120-150	+10 degrees	
150-180	+15 degrees	
180-210	+5 degrees	
210-240	0 degrees	
240-270	-5 degrees	
270-300	-20 degrees	
300-330	+25 degrees	
330-360	+35 degrees	

Note: All deviations were determined at midpoint (e.g., at 15 degrees for 0-30) and are estimates only. To get magnetic GPS course, e.g., at 20 degrees PSC, subtract fifteen from above chart, so GPS magnetic would be 20 degrees PSC less 15 or 5 degrees GPS magnetic. All amounts are estimates and are subject to change.