

Cinnamon Girl

Owner's Notes



Specifications

American Tug 41-009 M/V CINNAMON GIRL

LOD.....	41'4"
LOA.....	45'6"
Beam.....	15'10"
Draft.....	4'10"

Some common unit conversions for mariners:

1 knot (kt) = 1.15 mph = .51 meters/sec

1 nautical mile (nm)= 1.15 statute miles = 1852 meters

Fahrenheit = 1.8*(Celsius) + 32

1 fathom = 6 feet

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WHAT'S NEW



Cinnamon Girl is ready for the 2008 season – we even had her out on New Year's Day. What a great year-round boat!

New this year is the Automatic Identification System (AIS) that will show up on your E120 mapping screen – comes up without radar on. You'll notice little purple triangles (boats) that are transmitting AIS, especially the larger ships such as tugs, ferries, cruise ships, etc. The handy part is that you'll see them before they round the corner, and you can move the cursor on top of one to get its speed and direction. From a safety perspective, this is another layer of information that can keep you out of harms way with bigger boats.

We've added larger diameter tie down lines to make sure you have a solid dock tie.

We also added Bose waterproof speakers to the cockpit so you can enjoy music outside at sunset – works with the stereo. Another nice feature is that you can leave the inside speakers on and turn off the outside speakers (switch is the lowest wall switch by the rear exit door) in case you're docked near other boats and it's quiet time.

INTRODUCTION

Cinnamon Girl is a 2005 American Tug 41, designed for safe passage, low fuel consumption, and performance. The ultimate Pacific Northwest boat, she is well equipped for fishing while providing the luxury of a coastal yacht at the same time.

Powered by a single Volvo Penta D-9/500 diesel engine, Cinnamon Girl has a HP rating of 500 @ 2600 RPM. It can carry 640 gallons of fuel and 105 gallons of water. At a time when we are all conscious of high fuel prices, the American Tug provides a real bargain. According to American Tugs data, the 41 American Tug can provide days of cruising fun at reasonable speeds with limited fuel consumption.

Leaving or returning to the dock is an enjoyable experience on Cinnamon Girl. Equipped with both bow and stern thrusters (operated at the helm or with remote control), she is extremely maneuverable and stable. From the American Tug 41 literature:

“You can throttle up to 17 knots, or enjoy the view at 8 knots burning an economical 3 gallons of fuel per hour. The wide beam design (15’10”) with a deep keel and large rudder keep the boat tracking straight and stable in a challenging sea.”

We hope you enjoy cruising with Cinnamon Girl. Please let us know if you find anything missing or in need of improvement. While using or reviewing these notes, please feel free to mark corrections, and make suggestions and improvements. Your constructive criticism will be appreciated.

We have a ‘no shoes’ policy while on board – please respect the floor finishes.

Thank you.

These notes are prepared for Quick Reference. American Tugs, Inc. did not provide an operations manual with this boat. Much of the information is taken from the component and systems manufacturers’ installation/ operation manuals that came with the boat, and are located on board.

The Owner’s Notes assume that the charter guest/operator is experienced and competent in the safe operation of a 30,000 pound, 46 foot power boat, and knowledgeable of boating rules and regulations. These notes do not attempt to anticipate every situation or occasion that may arise, and are not a substitute for reading the Owner’s Manuals and other informational materials which are located on the boat, or for exercising reasonable care and good judgment in the handling and operation of the boat. Illegal activities, in both U.S. and Canadian waters, are strictly prohibited. NO WARRANTY IS EXPRESSED OR IMPLIED.

SAFETY – IMPORTANT – READ FIRST!

As the owners of Cinnamon Girl, we want you to have a safe and enjoyable trip. This boat is equipped with modern safety equipment, but there is no substitute for proper boat operations and accident avoidance.

Lifejackets

Cinnamon Girl is equipped with four lifejackets located in the master and guest suites. Prior to leaving the dock, please try on the lifejackets and adjust them for a proper fit. In addition to the four, there are eight additional lifejackets (orange) located in the forward stateroom bilge compartment inside near the bow of the boat. There are also two white floatation cushions next to the washer/dryer in the guest stateroom. We recommend that you wear your lifejackets at all times while on the water.

Life ring/ Life sling

Cinnamon Girl is equipped with a round throwable life ring in the aft cockpit on the port side of the rear entry door. In addition, the starboard side railing has a Lifesling with instructions for use printed on the Lifesling storage bag.

Navigation Safety

San Juan Yachting provides San Juan/Gulf Islands Paper Charts highlighted for key dangerous rocks and areas to avoid. This chart book is located in the Port-side Cabinet (aft facing next to the circuit panel) at the Helm Station. Please familiarize yourself with these key charts if you are cruising in this area.

Also in the post side helm cabinet are a 2,000,000 candlepower searchlight and an LED flashlight.

The air horn is located at the helm station. To operate, use the horn push button (Note: you must first flip the horn breaker on the breaker panel, then the covered switch ~6" to port of the horn button to start the small air compressor, then use the horn push button as needed during the trip). You should charge up the horn air prior to departure following this procedure. The compressor will kick on, kick off when charged, and come back on when needed to pressurize the air tank as long as the covered breaker switch is on.

A fog bell is located under the helm bench seat, or is available on the VHF radio.

Fire/First Aid

There are three fire extinguishers on board. One is located under the galley sink, the second is in the dry locker on the starboard side of the helm behind the small refrigerator, and the third is an automatic engine room fire extinguishing system.

On the flat surface at the starboard side of the helm station above the large galley refrigerator, the automatic system has a Emergency fire extinguisher manual release cable/pin for the engine room (Note: this is an automated, temperature controlled system, do not use this release unless the automated system fails).

Also, the helm dash has an engine override (the small Fireboy panel) to restart the engine after engine room fire extinguisher activation since it is equipped with an automatic engine shut-down system.



round

In the helm under the bench seat is the signaling kit. The container looks like this and contains a 25mm flare gun, held flares, and a day flare Orange Smoke can.



hand-

The first aid kit is located under the bench seat in the helmstation. In addition, each stateroom head medicine cabinet has the following first aid items:

- Extra assorted band aids
- SeaBands for motion sickness
- Dramermine for motion sickness
- Extra LED flashlight (next to each bed)

Emergency Communications

Always have your VHF radio on and turned to Channel 16.

From the US Coast Guard Navigation Center Website:

The marine VHF is definitely *not* a CB radio. It's a serious piece of safety equipment whose use is regulated by the FCC and the U.S. Coast Guard. When used properly it

provides a critical communication link to potential rescuers in an emergency and access to NOAA weather forecasts, navigation alerts, and notices to mariners.

Procedure for VHF Channel 16 MAYDAY:

1. If you have an MF/HF radiotelephone tuned to 2182 kHz, send the radiotelephone alarm signal if one is available. If you have a VHF marine radio, tune it to channel 16. Unless you know you are outside VHF range of shore and ships, call on channel 16 first.
2. Distress signal "MAYDAY", spoken three times.
3. The words "THIS IS", spoken once.
4. Name of vessel in distress (spoken three times) and call sign or boat registration number, spoken once.
5. Repeat "MAYDAY" and name of vessel, spoken once.
6. Give position of vessel by latitude or longitude or by bearing (true or magnetic, state which) and distance to a well-know landmark such as a navigational aid or small island, or in any terms which will assist a responding station in locating the vessel in distress. Include any information on vessel movement such as course, speed and destination.
7. Nature of distress (sinking, fire etc.).
8. Kind of assistance desired.
9. Number of persons onboard.
10. Any other information which might facilitate rescue, such as length or tonnage of vessel, number of persons needing medical attention, color hull, cabin, masks, etc.
11. The word "OVER"

Stay by the radio if possible. Even after the message has been received, the Coast Guard can find you more quickly if you can transmit a signal on which a rescue boat or aircraft can home.

For example:

MAYDAY-MAYDAY-MAYDAY
THIS IS CINNAMON GIRL-CINNAMON GIRL- CINNAMON GIRL
CAPE HENRY LIGHT BEARS 185 DEGREES MAGNETIC-DISTANCE 2 MILES
STRUCK SUBMERGED OBJECT
NEED PUMPS-MEDICAL ASSISTANCE AND TOW
THREE ADULTS, TWO CHILDREN ONBOARD
ONE PERSON COMPOUND FRACTURE OF ARM
ESTIMATE CAN REMAIN AFLOAT TWO HOURS
CINNAMON GIRL IS A FORTY-ONE FOOT TRAWLER-RED HULL-WHITE DECK
HOUSE
OVER

Repeat at intervals until an answer is received.

PREPARING FOR DEPARTURE CHECKLIST

1. Begin by removing and stowing the helm window canvas covers, and the port and starboard canvas. The starboard side dry locker is a good location at the helm (they will dry quicker if wet since the heat from the refrigerator in the pilothouse is vented through this area).
2. Go below (master and guest staterooms) and make sure all port lights (portholes) are closed and secure.
3. At the helm station, open the Port side circuit panel door. Turn on the engine room lights and other circuits you need while underway (yellow dots). Make sure all green dot circuits remain on.
4. ENGINE ROOM CHECKS. Open the hatch on the starboard side directly behind the bar area as shown in the picture (blue arrow). Once down in the engine room, face the bow of the boat and look at the engine and bulkhead directly in front of the engine. The first thing you should do is look at the engine and check for any leaks, drips, or oil stains, and see if there is any water in the engine room. Next, look at the red arrow in the engine picture. This shows the cooling water intake and the intake valve against the forward bulkhead. **Make sure the valve is on** – aligned vertically with the intake hose. Next to the red arrow is the



cooling water filter (starboard). Remove the flashlight from the mount directly above the filter housing and shine it in the filter to check for any obstructions such as eel grass, seaweed, etc. If the filter is clogged with any debris – turn the butterfly valve (seacock) off (red arrow) and clean the debris from the filter. To clean the strainer, close the seacock (lever horizontal), unscrew the top with the *spanner wrench* hanging next to the strainer, lift out the basket, swish it back and forth in a bucket of clean water, and then reinstall it.

5. Important – when complete, **turn the seacock valve back on**. Next, the yellow arrow shows the engine oil dipstick (red pull ring) location. Check the engine oil level by removing the dipstick, wiping with a paper towel, reinserting and checking the oil level. If the oil is low, add oil from one of the **blue plastic jug**



marked Delo 400 15/40 SAE, using the **funnel** from the basket marked Replacement Fluids. The oil and funnel are located on the starboard side of the engine and is easiest to get to through the starboard hatch near the TV. The green arrow shows where the oil storage crate is located, directly under the hatch. Remember **not to overfill the engine oil** – it takes less than you might think. Wipe down the funnel and replace it in the crate.

6. You will notice that both the port and starboard fuel tanks have a tube type visual fuel gauge. It is a good idea to check the level shown next to your left shoulder facing forward (and in the same location on the starboard side). This visual check will confirm the fuel levels as a backup to the electrical helm tank monitor gauge. In the case of a monitor gauge malfunction, this is your method of knowing fuel remaining. Note that the tanks are hand marked at the 100 gallon and 200 gallon levels for reference.
7. **Check the RACOR fuel filters for water or contamination.** *Few things you do are as important to your safety on the water as having uncontaminated fuel going to the engine!* As you sit facing the engine, look directly behind you at the RACOR dual fuel filters. Make sure only one filter is in use at a time-- the **yellow selector lever** should be directed to one filter or the other. The short pointed red end of the yellow RACOR selector lever indicates which filter is collecting contaminants; the other filter is the back-up when the active filter is dirty or being serviced. (If the pointed end is DOWN, both filters will be active; if UP, all fuel flow is shut off.) Make sure both filters are free of contaminants or water. Look through the glass at the liquid in the bottom of each filter. You don't want to see contaminants or a separation of fluid in the bottom. (Water is heavier than diesel fuel, and will collect at the bottom of the glass bowl if there is water in the fuel.) **IF YOU SEE CONTAMINANTS OR LIQUID SEPARATION**, you want to remove them without removing all the fuel in the glass bowl:
8. Turn the short pointed red end of the yellow RACOR selector lever **AWAY** from the filter with contaminants, and towards the other filter that will remain active while you are servicing the contaminated filter.
9. With a collection container in place, open the black drain (partially unscrew the valve) at the bottom of the glass unit to evacuate just the water or contaminants; then quickly re-tighten the drain.
10. The remaining step below decks is to also check the oil level in the Onan generator. It can be accessed from the port side hatch in the rear cockpit. The oil dipstick is clearly marked. Check the oil level and fill if necessary, using the same oil used in the engine (blue gallon oil jugs).
11. When you have completed the below deck steps, you can turn off the engine room lights at the helm by flipping the circuit off.

BOAT FUNCTIONS

Leaving the Dock

Fenders and fender use are important. With a boat the size of Cinnamon Girl, docking and leaving are the two areas that require protection of the hull and rear swim deck. Remember to stow the fenders in the bow storage locker (next to the anchor) while underway.

When in Reverse, the boat pulls to Starboard due to the prop rotation. You can use this to your advantage when navigating narrow marina fairways and tight docking situations. In wind or current conditions that warrant the use of the bow and stern thrusters, remember to turn them on while the engine is warming up, and give them a quick test on the two joysticks to make sure they are operational prior to untying the boat. **Turn on the thrusters** by pushing the 2 ON buttons simultaneously. The amber light between the buttons will come on. Toggle the joy stick momentarily in both directions to ascertain that the thruster is functioning properly. They will turn off automatically if you forget to turn them off, so remember to glance down and make sure they are on if you wait too long after you have activated them (~ 45 seconds). Restart the same way if they shut off before you need them. The thruster may overheat and stop after 3 minutes of continuous running. After a brief cool down period, it resets itself, so try to use them in short bursts of less than a minute. Remember that the boat is ~15 tons – when it starts moving in one direction, there is a lot of momentum !

Helm Operations/Piloting Underway

Charts are provided for your use, or the Raymarine E120 (big screens) have the correct Chipset for the navigable waters in this area. The bound set of charts provided by San Juan Yachting have areas drawn in, from their experience, which have dangerous rocks (shown in Red). Please avoid these areas. The draft of the boat is 4' 10" – one of the most common ways to get in trouble is rounding a point or island by cutting in too close and hitting the rocks. There is not a spare prop on board!

Watch for crab and shrimp pot floats in open water. The boat does have a line cutter installed ahead of the prop, but we would prefer avoidance. Be alert also for floating logs in these waters – sometimes logs get away from log booms and are hard to see.

Communications

Cinnamon Girl is equipped with two VHF radios – one handheld to be used in the dingy, and the other above your head at the helm. Always monitor Channel 16 and use the fixed mounted radio since it is much more powerful than the handheld. Note the VHF has additional functionality such as a microphone pickup to amplify outside voices – this function (hit the function key, then “4” on the keypad) is helpful to hear a person on the front deck that is helping in docking or undocking.

The boat also has an automatic cell phone booster antenna for outlying areas. You do not need to do anything with your phone, it will automatically work to raise your signal strength.

Tank Management (Fuel, Water, Wastewater)

Wastewater - Cinnamon Girl has a macerator pump controlled on the Starboard side at the helm station. Follow USCG rules for when you can use this in US waters. It comes on and performs a 15 minute cycle to discharge waste from the holding tank.

On the port side of the helm station, as shown in this helm picture, is the tank management screen. It has an American Tug logo on it. You can toggle through the fuel, water, and wastewater tanks to check levels. You can double check diesel levels by going below and looking at the two level tubes as described in the startup procedure above.



Watermaker –

There are controls both in the engine room on the watermaker itself, and also remote operation with controls on the port side of the helm station. In most cases, the helm station operation will be sufficient (except if you need to clear the lines, see below) It is best to make water in small batches daily, whenever you start your generator, top off you water tanks, especially when you know you will not dock and replenish your water in the near future.

The watermaker needs 50 amp shore power or generator to operate. It will not operate under lower power conditions.

I will walk you through generator operation of the Watermaker, which is what you will most likely be using - out on anchor, or somewhere calm.

Start the generator, by pushing the generator button (in kitchen next to trash compactor), and hold it for 15 seconds- listen for the engine to start

Wait for the generator to warm up, (aprox. 1-2 minutes) watch for the lights to turn from yellow to green.

Flip on the generator breaker on the panel.

Next, flip on the Watermaker breaker on the panel.

Press the "LP" (low pressure pump) button on the watermaker remote controls located on the portside helm station.

Next, Press the "HP" (high pressure pump) button next to the "LP" You are now making water, and it is entering your starboard water tank.

Monitor your tanks at the tank controls at the helm next to the watermaker controls, to make sure it is filling (or the site tubes in the engine room).

If for some reason it is not working (the tanks are not filling), turn off "HP" then "LP" , and press "flush" the flush will clear any airlock, and prime the pumps, this is a 2 minute step, let it run and cycle through the full 2 minutes. It will shut off when done.

Repeat previous steps of turning on "LP", then "HP"

The tanks are connected, so as you make water, they should equalize.

When the tanks are full, turn off the "HP". Next, turn off the "LP"

You are effectively done making water, the last step is to clean and rinse the membranes of the watermaker.

To do this, press "flush", and it will automatically cycle through for 2 minutes, cleaning and rinsing the membranes, and using 5 gallons of water out of the fresh tank.

Once complete, turn off the breaker to the watermaker.

The generator's load is now reduced, let the generator cool down for approximately 2 minutes.

Next, turn off the generator and the generator breaker (any order)

Please monitor the dial gauge in the engine room on the watermaker itself, the HP gauge should read around 800psi, and the LP guage around +10 If for any reason the HP goes above 830, please shut the water maker down, and do not use until a professional can look at it.

Village Marine (the manufacturer in Seattle) can assist you with any operation questions – contact info:

Factory Store - Seattle, Washington

1540 N.W. 46th Street, Seattle, WA 98107

(206) 788-9595 • (888) 847-7472 • (206) 788-9590 Fax

Email: vmtwa@villagemarine.com

Anchoring

There are two anchors on Cinnamon Girl. The primary anchor has a foot control for up/down as shown below. Be careful not to let the anchor down only a couple of feet and stop – this will avoid the anchor swing into the hull. Since it is 6' down to the water, pick the spot you want to anchor and let the anchor out slow and steady. The chain is marked at 25' increments. See Tug Tactics for an excellent section on anchoring and tying stern lines, if needed. There is an anchor snubber in the bow storage that will help to avoid chain noise in the night. Remember to set the anchor alarm in the master stateroom side cabinet for extra piece of mind during the night.



Note that if you are anchoring out for a day or so, and you haven't run the engine, you need to periodically start up the generator to maintain a full battery charge. When the battery capacity is at or below 60% this is essential since the power will fall off rapidly once it reaches 60% and you may not be able to start the boat. See American Tugs owner's manual written by Tomco Marine, the boat manufacturer for more details on energy consumption/renewal, and detailed electrical systems. It is in a separate binder, called Owner's Manual.

Docking

Fenders out, bow and stern thrusters on! See Tug Tactics for more information on how an American Tug maneuvers.

Food Preparation/Storage

Take the time to familiarize yourself with the cupboards and drawers for location of various cooking and serving utensils/ glass and dinner ware. You may find small appliances in the cabinet across from the helm refrigerator. Additional bar glasses are in the bar area.

The tap water is filtered after it leaves the fresh water holding tank on the way to the faucets, which makes quality of water higher than normal. It is designed to use as drinking water, if so desired.

Note - always use cutting boards (under sink) for a cutting surface and hot plates for any hot foods. The varnish on the table is susceptible to heat damage – please be careful! Placemats are available and should be used to avoid scratching and food spillage from sliding plates.

Force Ten SS Propane stove with Oven and Broiler –

The propane tank for the stove (and BBQ grill) is located in propane locker in the cockpit .

For the BBQ - make sure the tank is turned on, and also, make sure the red valve in the compartment under the cockpit sink is in an “on” position (in line).

Tools and Silicone gloves (heat retardant) are found in the propane locker, Turn red valve off when done.

For the galley stove and oven –

Make sure the tank is open (check at the tank itself) then, **press safety button above stove, (eye level to your right), to allow the flow of gas to the stove, press again to turn green light off when done. This is a safety valve, to prevent gas from leaking into the galley.**

Use the built in piezo ignition to start spark and ignite burners. **Hold in the knob for 15 seconds to make sure that any burner (stovetop or oven) stays lit – sometimes it really takes that long, especially for the oven/broiler.**

There is a light and fan above the stove each with their own ON/OFF switches. There is a breaker at the helm for these, as well. When cooking turn on the fan, and vent the boat by opening a window or two.

Icemaker – Turn on toggle switch below icemaker door to turn unit on. Make sure arm is down to make ice, and up to stop ice from being made, but to keep ice frozen.

Nova-Kool Refrigerator/Freezer – The ON/OFF switch is at the bottom of the refrigerator door. The refrigerator automatically uses shore power when it is connected, and the switches in the power panel are ON. When shore power is disconnected, it automatically reverts to battery power. Keeping it at about the “2” level is good average for battery operation. If you prefer it to be colder when plugged in to shore power, you may increase the number.

Helm Refrigerator – same operation as main refrigerator.

Spare Freezer – located in forward stateroom bilge storage. DC powered, turn on only if you are using it.

Microwave – Quick heat-ups can be done using inverter power. Bigger jobs require shore power or generator.

Coffee Maker – filters/ grinder are next to coffee maker in cabinet. Fill tank with fresh water, insert filter w/ ground coffee in proper location in the top compartment.

Trash Compactor – Use generator or shore power before turning on, do not use the inverter. Close the lever to tightly close unit, and press power button to compact trash.

Compress several times (after adding more trash) before discarding full bag onshore. Spare bags are found in end cabinet on sink side of galley (heavy white plastic). Pull open unit and unhinge body of compactor (spring loaded lever/latches) from the door to full access all top sides of bin to remove old bag/ secure new one.

Generator – Located in Galley, you must push **and hold** generator button ON for as long as 15 seconds before generator engine will start. Push OFF to turn off engine – always let the generator run and extra 2 minutes after load is removed from the generator engine, to allow it to “cool down”. Only use Generator for higher power loads, which is mandatory for shower use, trash compactor, heavy microwave use, watermaker, hair dryers, etc.

Entertaining- TV/DVD/Stereo

First, make sure the switch to the stereo is on - this powers the KVH system, which controls the satellite dish position. The stereo breaker also powers the TV.



Flip the toggle switch up (on) on the KVH system, located on starboard side of helm station. This activates the satellite dish, so it can position itself for reception.

Turn on the TV (front of TV or remote) It will take a few minutes for the satellite to position itself (you can monitor the progress on the TV screen). Use the dish remote control to select channels. You can refer to the dish manuals for further detail.

The master stateroom is equipped with a CD and DVD player, but not satellite TV. Feel free to convert the Settee and pile people on for movie night.

Fishing/Crabbing

Cinnamon Girl is equipped to help you harvest the bounty of the sea in the Pacific Northwest. She was set up as a cruising/fishing boat, and is ready for you to bring your fishing gear and enjoy fresh seafood!

General Fishing Equipment On Board

Cinnamon Girl is equipped with:

- Cockpit Boat Operating Station – set up to run the engine from the rear of the boat, this station holds the autopilot remote, the thruster remote, the fishfinder (located under the helm seat), and full throttle controls, including trolling speed gearing. You can set a waypoint on the helm Raymarine E120 screen, and motor on a troll without having to stay at the helm station.
- Downriggers – located in the center of the boat directly aft of the engine are two Scotty electric downriggers with a gear bag to attach them to the aft corner downrigger bases. Please use the locks when docking to prevent theft of the downriggers (the barrel locks and a set of keys are located in the downrigger gear bag). To use, attach to the cockpit bases, and plug in the power cable directly under each base. The cannonball weights and line clips are located in the blue crate. **Please do not run the boat with the cannonballs swinging near the hull!** It is better to remove them until you are at a new fishing location.
- Rod Holder – The ‘rocket launcher’ rod holder can be used to troll directly behind the boat or to store your rods while underway. There is also a washdown station in the cockpit to wash saltwater off your gear after use.
- Fish cleaning station – Cinnamon Girl has a fish cleaning station located directly under the downriggers in storage under the engine room. To use, place the station on the port side rail of the swim platform in the two pin sockets on the rail. Please wash down with fresh water after use and restow when underway.
- Net/gaff/club/crab pot – are all located in the dingy, under cover, or in the cockpit hold with the downriggers.. Please wash down with fresh water and return after use.
- The boat also has a fish scale to weigh your catch. It is located in the portside cockpit hatch, hanging from the inside lid of the hatch. To use, look on the starboard side of the cockpit ceiling. There is a stainless steel hardware loop mounted specifically for this purpose.

Sleeping

There are two guest rooms on board, each with a queen-size bed. If you desire additional sleeping room, the Settee converts to a sleeping berth. Note that in the master stateroom mid-ship, there is a depth alarm (Raymarine) tucked into the built-in nightstand for use as an anchor alarm.

Steps for Settee Conversion to a Sleeping Berth

1. Bring up red vinyl pouch from engine room and replace engine room hatch.



Plywood panels stored in red vinyl pouch under ladder in engine room.

2. Fold down table and move into corner as shown.



Table tucked out of way in corner. (Take care not to mar varnish)

3. Remove all four seat cushions from settee.



Settee with seat cushions removed. (Note center locker where bed cushions are stored.)

4. Open locker and remove the three bed cushions stored under the seat.



Bed cushion storage locker

5. Push the pop-up button handles on the settee front, and slowly pull the entire settee front and drawers out as a single unit until the slides are fully extended.



Pop up handle



Use both pop up handles to pull out front.

6. Fit the three plywood panels from the red pouch in place as shown.



Plywood panels from red pouch. Placed in order with #1 to left (bow end of the boat) and #3 to right

7. Reverse the seat cushions and tuck the thicker edges firmly under the back cushions as shown.



Seat cushions reversed so that thicker portion tucks under back cushions.

8. Position bed cushions as shown.



Dingy Use

The dingy is equipped for near shore cruising with a 25hp gasoline motor, a center console, and a place to plug in a fish finder/ depth recorder (located under the helm seat). Remember to take the VHF hand held radio with you.

The Davit control is located under cover in the dingy. Be careful when using to avoid swinging the dingy into a person or the boat. Also, wear lifejackets and do not let kids operate unsupervised. This dingy can go very fast!

Cleaning/ Washer/Dryer Operations

The boat is equipped with fresh and saltwater washdown on both the bow and cockpit areas. The hose is stored in the anchor locker.

Cinnamon Girl also has a built in vacuum cleaner in the hallway leading to the staterooms. To use it, make sure the breaker labeled 'vacuum' is on.

We have a 'no shoes' policy while on board – please respect the floor finishes.

The washer/Dryer can only be used if 1) you are on 50 amp shore power or 2) you run the generator while running the washer/dryer if you are away from the dock. Like any house, the washer/dryer consumes a fairly heavy energy load.

APPENDICIES

Inventory Checklist

Please familiarize yourself with the inventory on board Cinnamon Girl. The inventory list is in a separate section.

Links/Phone Numbers

The following links and phone numbers are included for reference. Please call based on need, as listed below:

General Charter information: San Juan Yachting. **Always start here if you have questions about your charter.** Tim Hoving is available at the main number at 360-671-4300 or after hours at his cell at 360-961-0228. The website is www.sanjuansailing.com .

The primary mechanic that knows Cinnamon Girl the best is Forrest Longmon. He is available on cell at 360-927-6906. If there are questions or issues that arise mechanically, please call him or e-mail at FairhavenMarine@gmail.com.

If you can't reach Tim or Forrest, the Volvo dealer that has the records on the boat is Denny at Coastal Marine in Seattle. In the event you can't reach Forrest or Tim, he is available at 206-784-3703 if you experience engine issues.

Do you like American Tugs? If you are interested in a boat of your own, please call Steve Scruggs at Marine Service Center, cell is 206-321-7496, or view the website at www.marinesc.com . The Tomco factory is in La Conner, WA and they provide factory tours of their boatbuilding operations. See their website at www.americantugs.com .

Tug Techniques

The Tug Techniques guide was written by another American Tug owner and provides more in-depth information on boat functions if you desire.