

NOTES FROM OWNERS OF Just Fiddlin'

Hello and welcome aboard Just Fiddlin'. She is a 2003 Catalina 320, and is in excellent condition with all electronic and navigation options, additional engine sound proofing makes conversations in the cockpit and cabin very easy, a complete cover for the cockpit in the event of rain, plus the ability to secure the dingy on the transom davits. Just Fiddlin' is a quick sailor, moves nicely in light air and is very stable in heavy weather. The engine burns only ½ gal/hr. at 6 knots.

Please respect our need to maintain Just Fiddlin' as a **smoke free vessel**.

Fair winds to you, Roger, Jennifer and Aidan (the fiddler) Woods, owners.

Check the index below for details on some of the equipment.

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1. Anchors. Just Fiddlin' is equipped with two anchors, one on the bow and one in the rear starboard cockpit locker. The primary bow anchor is a oversized Bruce with 100 ft. of chain (marked with yellow paint every 25 ft.) plus 125 ft. of woven line (marked every 20 ft. with rode tags). The secondary anchor is a Danforth. This anchor is as powerful as the Bruce with a shorter chain and 300ft of marked line. Remember to secure the bitter end before deploying the stern anchor.

The proper scope in the islands is about 4 to 1. In most cases use all 100 ft. of the anchor chain plus some woven line depending on water depth. Check for swing room, deploy anchor and reverse boat until you have paid out the suitable amount of anchor rode. Continue to idle in reverse for about 1 minute to properly set the anchor and test its holding power.

The 300 ft of polypropylene

Electric Windlass: The windlass receives power from the starting battery. **Always operate the windlass with the engine running.** Otherwise the windlass may drain the battery. The breaker (on & off switch) for the windlass is located starboard side, next to the main battery switch. Push the on button (hard) to activate switch, don't forget to turn off switch after anchor is secured.

Deploying the Anchor: First, look closely at how the anchor is secured, with anchor locking pin, snubber line, and windless chain cog. Pull the anchor locking pin, unclip the snubber line, then release the chain from the cleat and windlass and lower the anchor. Watch the wave action on the bow of the boat so the anchor does not "pendulum", swing into and ding the bow.

Retrieving the Anchor: Check port lazarette for leather gloves if you want to keep your hands clean. **Do not** use the electric windlass to pull the boat to the anchor. Motor slowly, forward/neutral until you are above the anchor, all the while pulling in the slack hand over hand. When all the slack is taken up on the anchor chain wrap the chain around the windlass chain cog, (catwheel) hold tight the slack end or secure it, then motor forward slightly, to break the Bruce anchor out of its bottom anchorage. Retrieve the remaining chain and the anchor using the windlass. Step on the rubber switch to activate the windlass motor. The last few feet pull in by hand to guide the anchor into its holder, paying close attention to the bow action of the boat so the anchor does not swing into and ding the bow. Secure the anchor by wrapping the chain around the catwheel and then around the anchor cleat. Lock the anchor in place at the roller end with the anchor locking pin. Turn off breaker switch for the windlass.

Special Notes on the Windless: The windlass is very powerful and can rip itself from its attachment points if straining at a jammed anchor shaft or chain. You can prevent this from happening by pulsing (one or two seconds) of foot switch at a time. If the anchor should get hung-up on something on the bottom, **do not** use the windlass in an attempt to break it free. Cleat off the chain and then use the boat to **gently** power forward and backward in the attempt to free the anchor.

2. Barbecue. The BBQ and propane tank are mounted on the starboard rail. Turn on tank and follow the lighting instructions. Be sure to place the BBQ lid so it blocks the wind. Please use the wire brush attached to the BBQ to clean it after use.

3. Batteries & Charging. There are two 4D deep cycle batteries. #1 battery is the dedicated starting battery and #2 is the house battery. You will find the battery switch in the #2 position, please just leave it in this position. You can conserve battery power by turning off unneeded lights and making sure all navigation instrument switches are off when moored. If in the event the house battery should fail, switch to #1 as a backup, always keeping in mind that this is the battery that starts the engine. Running the engine charges both batteries.

Note: Never switch the battery switch to the off position if the engine is running. This will blow the diodes on the alternator.

Shore Power

- (a) Turn off all AC switches at the boat's electrical panel.
- (b) Turn off power (breaker) at the shore electrical box.
- (c) Plug in the yellow shore power electrical line to the boat and shore.
- (d) Turn shore power breaker on.
- (e) Turn on boat's AC electrical switches. Check to be sure the little green light next to each switch is on. If these lights do not come on when the switches are in the on position, you do not have power. Locate the AC on/off switch in rear port lazarette opposite the boat's shore power plug. Make sure this is in the on position & double check the shore power breaker.

Reverse the procedure for e, d, & c, when leaving port.

When on shore power both of the boat's batteries will charge. Just make sure the correct AC electrical switch is on.

Note: Please, just leave the boat's battery switch in the #2 position.

4. Berths. Just Fiddlin' sleeps four very comfortable – two in the forward V-berth and two in the queen aft cabin. Two people can sleep in the main salon when the salon table drops down and a cushion (located on port side of V-berth) insert lays on top. One person can easily sleep on the port seat without having to make any adjustment to the table or cushions.

5. Bilge Pumps. There two bilge pumps. The emergency pump is located in the starboard aft area next to the helm. The handle for this pump is located in the aft starboard lazarette secured to the stern bulkhead with Velcro. The electric bilge pump remains on at all times (check switch on panel). The pump will engage if water covers the float switch.

Bilge Check: Make the bilge check a part of your morning rounds. Pull gentle on the first carpet runner,(it is secured with Velcro) starting at the end away from the stairs, and remove the floor board. There may be a little water in the bilge, this should be fresh water from the stern water tank cap that leaks a little when tank is filled. This little bit of water may activate the bilge pump one or two times. If the bilge pump goes off more than a couple of times, you will need to investigate by checking the thru-hulls and hose clamps, then continue to monitor.

6. Dingy. Just Fiddlin' has an inflatable dinghy "Half Note" that is mounted on the stern with quick release davits. Remove the dinghy's painter from the Velcro holder, unhook the two carabineers that secure the dinghy to the grab rope and let the dinghy fall. The ladder/gate can either be lowered into the dinghy or opened enough to step through to the stern landing. Oars, dingy pump and extra cushions are located in the small starboard lazarette. The oar locks are in a black bag secured to the dinghy grab rope.

Releasing and Retrieving Dinghy from Davits: If the dinghy is weighted, (peopled) it can be more difficult to release the dingy from the davits. It is sometimes easier to tie off the dingy painter, release the dingy from the davits, then help people aboard. You can load people on the dinghy when davits are connected but they will need to sit far out on the port side so the starboard dinghy hooks can pop-up over the securing hooks. Reverse the procedure to secure the dinghy to the stern davits by adjusting weight in the dinghy or using the painter.

To pull the dinghy up for travel, thread the painter around the port grab rope of the dinghy and pull. The dinghy swings up very easily. Secure the carabineers on the grab rope and painter in its Velcro strap.

Dingy Pump: Keep the dinghy full of air. 5 to 10 pumps in each side chamber once during the week should be about right.

Care in Beaching the Dingy: Beaches are very hard on a rubber coated fabric dinghy. Look for the best beaching site. When approaching the shore, weight the aft of the dinghy so it will guide up on the beach, then offload everyone over the bow. **Do Not** drag the dinghy on shore but lift by using grab the lines and then setting it gently on the beach. Check tide is it rising or falling and secure painter. Bring an extra line if necessary.

NOTE. Some of the worst wear on a dinghy can happen if the tide rises just enough to float the dinghy and then incoming waves cause it dash into the beach.

Outboard: Just Fiddlin' is equipped with a 2.5hp 4 stroke outboard. It weights just 30lbs. An inflatable generally does not row all that well and if you are thinking of exploring bays and surround areas this may be the way to go. There is no extra charge for the outboard.

- Starting:**
1. Check gas & make sure engine is in neutral.
 2. Open vent on gas tank.
 3. Open the gas shut off valve (starboard side)
 4. Pull out choke & give a strong pull on starter rope.
 5. Engine usually starts on 1st pull.
 6. After about 30 seconds of running gradually push in choke.
 7. Shift only when engine is at idle, (reverse by turning engine 180).
 8. Run at slower speed until engine warms.

Note: Run the engine at about ½ to ¾ speed. The dingy just seems to push a bigger wake if the engine is run at full speed. There is no real increase in boat speed. When the engine is to be stored, turn off the gas tank vent and gas shut off valve.

Special Note: This outboard does not pee at slow speeds and sometimes not at all on short runs, so do not be concerned

7. Dodger/Bimini. The dodger's plastic "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 or sponge. It's like rubbing the plastic glass with sand paper! To clean, use a generous amount of fresh water or a sopping wet sponge to flood the glass and dissolve the salt crystals away.

Bimini: Just Fiddlin's bimini unfolds and extents all the way to the dodger to help protect you from the rain or sun. Before unfolding the bimini note how the straps are used to secure the bimini in its present position. Undo the straps and unfold the bimini. Secure the straps around the two grab holds on the dodger support, then start the port zipper and zip it a couple of inches, now start the starboard zipper and then zip both of them closed.

To secure the bimini, unzip the starboard zipper all the way then the port zipper. Undo the straps and secure as you have already noted.

8. Electrical Panel. The switches on the panel are all marked and self explanatory.

AC (120V): Shore power switches are clearly marked. There are 4 AC outlets, one in the V-berth, two in the main salon and one in the rear berth.

Anchor Windlass and Battery Switch: Both of these are located on the starboard side of the main salon.

9. Electronics. The radar/chart plotter/GPS, wind instrument, depth sounder, speed instrument and autopilot are all integrated. The instruments are C series Raymarine and all manuals are located starboard side in a Raymarine folder. Please treat these manuals with care and return to the folder when done.

Cellular Phones: Our boat has a 12-volt cigarette lighter type outlet and it may be used for charging your cell phone.

Depthsounder: Use the depthsounder only as an aid to navigation in shallow water. The key to avoiding rocks is not the depthsounder—but knowing where you are at all times. (Rocks are the greatest navigational and safety hazard in the islands—but they are all clearly marked on the charts.) We do not recommend using the alarm. It is likely to sound at inappropriate times such as late at night while fish are passing beneath the transducer.

Radar & Chart Plotter: Just Fiddlin' is equipped with a Raymarine Radar and chart plotter, they are integrated and there is a color full-function display at the helm. First turn on the unit at the nav station and then turn on the unit at the helm. The chart plotter may be used without the radar to minimize battery drain. To start Radar/Chart plotter, turn on the electrical panel switch labeled "Chart plotter". Then, press and hold the power button at the lower left corner of the unit until it beeps and turns on the display. The Raymarine manuals (located on port side behind cushion back) have quick start sheets and clear instructions. To shut down the unit, press and hold the power key for 3 seconds.

We recommend that in addition to the Maptech waterproof chart book (with the most active "killer rocks" marked in red) in the cockpit, please utilize the chart plotter for added safety. You should have little need of the radar except for the highly unlikely event that you are suddenly enveloped by fog, which is rare in this area. The fog that we've encountered usually burns off by mid-day. If it's still soupy after breakfast, we put on an extra pot of coffee until it lifts. (Never depart from a "safe" location into the fog!)

Knotmeter: If the digital knotmeter shows a reading of "0.00" while underway, the impeller is most likely clogged with a piece of eelgrass. Sometimes it will float off overnight. You can also try removing it by traveling in reverse. The impeller is located beneath the most forward salon seat cushion. (We don't recommend that you try to remove the impeller to clear it, unless you are VERY experienced in such things. An open hole in the hull is a scary situation, and if not plugged quickly, it can jeopardize the boat.) If the knotmeter is temporarily "out of service", the GPS input to the chart plotter provides an alternate and quite accurate speed indication.

VHF radio: The remote access microphone (RAM), when plugged into the stern starboard side, controls all radio functions of the unit mounted next to the electrical panel. We find this very convenient while entering and leaving moorings. 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 radio. First flip up the cover, then press the button. GPS input is automatically coded into your signal. 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. Scan the weather channels for the one with the best reception before sailing in the morning and prior to anchoring for the evening. This is generally a light wind region but weather changes can be sudden. Listen for the “inland waters of western Washington” or “Camano Island to Point Roberts”. Both cover the San Juan Islands. You will also hear “Strait of Juan de Fuca” (south of the San Juans), “Georgia Strait” (north), and “Rosario Strait” (runs through the eastern part of the San Juans). San Juan Sailing monitors channel 79 during office hours (closed Sundays). By phone you can reach the San Juan Sailing office at (800) 677-7245 or SJS’s owner, Roger Van Dyken, at (360) 224-4300 (cell) or (360) 354-5770 (home).

10. **Engine.** Starting

1. Check the oil level. The dipstick is accessed via rear berth. Unlatch the cover and lay on bed. The dipstick is on the starboard side of engine. Keep the oil level between the full line and the fill line. **Do not overfill.** Use the onboard spare oil to add no more than a cup at a time. Then check the level again. Overfilling is a bad thing to do to a diesel. The excess oil will escape somehow, perhaps by blowing the head gasket. Also, if the dipstick indicates no oil the first time you check it, reinsert and try again - the correct level will show when the air lock bubble is broken. Expect the oil to be blacker than that of a gasoline powered automobile engine...this is normal for a diesel after only a few hours of operation. While the rear cover is removed, do a visual check of raw water strainer, fuel lines, filters, transmission, propeller shaft and stuffing box.
2. After securing the engine cover in the aft cabin, lift the companionway stairs for access to the front of the engine. Check for belt tightness and, leaking fluids.
3. Secure the companionway engine cover and sound cover blanket.
4. Look over the stern for things that could foul the propeller.
5. Make sure the gearshift is in neutral and the red handled fuel shut off lever is DOWN.
6. Push the throttle lever about 1/5 forward.
7. Insert the key and turn it clockwise. The warning buzzer will sound because there is no oil pressure.
8. Press and hold the starter button. Expect the engine to start in 3 seconds or less. If the engine doesn’t start after 10 seconds of cranking, turn key to the left and remove it. Wait 15 seconds and try again.

9. After the engine starts, check for oil pressure and water gurgling out the port side exhaust, gradually ease the throttle back to idle.
10. While the engine warms, check your fuel level.

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

Special Note on the Transmission: Always bring engine throttle back to idle, wait 5 – 10 seconds for engine RPMs to slow before shifting the transmission to forward or reverse.

Operation. The 27 HP Yanmar 3 GM series engines are very reliable. Our cruising speed is 6 knots at 2400 RPM burning 0.5 gal per hr. 6.5 knots at 2600 RPM. Please do not exceed 2750 RPM because it's hard on the diesel to push past cruising hull speed (at very little increase in speed). We find the engine will have least vibration at 2200 - 2750 RPM...so experiment to find the "sweet spot" for the most relaxing motor cruising.

To avoid the possibility of sucking air or sludge when the fuel level falls below a quarter of a tank, refuel before the fuel drops below $\frac{1}{4}$ full. Using 75% of our 19-gallon fuel capacity yields a 175 NM range, or about 29 hours of cruising.

Engine Overheat. If the buzzer sounds while the engine is running, immediately check the oil pressure and temperature gauges. If you lost oil pressure, shut down the engine, check the oil level, and contact San Juan Sailing. The alarm buzzer is more likely to indicate engine overheating (and a different light will light up – the one with the thermometer symbol). Check for water gurgling out the exhaust before you shut down the engine. If you have the normal amount of water exiting through the exhaust, check the coolant level after the engine cools down. If there is no water gurgling out of the exhaust or you see steam instead of water, the seawater 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 at the raw water strainer. To clear the strainer, raise the companionway stairs for access. The raw water strainer is below the waterline, so you will need to shut the seacock valve on the raw water intake. Remove the top of the strainer by turning it counterclockwise. (It will be tight, so a little elbow grease will be required.) Extract the plastic filter element. Remove the eelgrass (and throw it in the garbage can), and reinsert the plastic filter element into the strainer. Replace the lid and tighten by turning it clockwise until the lid is seated on the rubber gasket. (Be careful not to mis-thread the plastic top. Hint: Turn counter-clockwise first until you feel the top threads drop down into place in the bottom threads...then tighten clockwise.) If upon restarting the engine overheats again, check the seal between the strainer and its lid. If the strainer is drawing air, it won't draw water. (If still overheating, contact San Juan Sailing.)

Engine Shutdown. **Do not shut the ignition key while the engine is running!** First bring the engine to idle and the gearshift to neutral. Allow the engine 5 minutes to cool down. Then pull the fuel cutoff handle by your right ankle. After the engine stops, turn off the ignition and remove the key.

11. **Fuel Tank.** 19 gallons. Please be very careful when fueling. 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 onto the deck. 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 its full, you are probably full. You may also be able to see

the diesel when looking down into the fill tube. Check the side vent and, with soap, wipe up any excess fuel to avoid yellowing the stern and polluting the water. Also be very careful of drips when removing the hose. Diesel and shoe bottoms are a very slippery and dangerous combination. After wiping, please use soapy water to scrub down any drips so it does not stain the fiberglass.

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

12. Head and Holding Tank. Please do not put anything in the toilet that you didn't eat first. Deposit toilet paper (and feminine items) in the receptacle under the sink, not down the toilet. Just Fiddlin' has a 22-gallon holding tank mounted under the main salon seat next to the head. (San Juan Sailing staff will discuss holding tanks and pumpouts on your arrival.)

Tank level gauge: This tank monitoring gauge is located at near floor level under the starboard salon cushion next to the head. Press on the button labeled waste and you will get a reading on the level of waste in the holding tank. The waste holding tank gauge is inaccurate, it will read ¼ full after the tank has just been emptied. The two water tank gauges seem to be accurate.

A "Y" valve is located next to the holding tank. In one position, the toilet will discharge overboard, (after opening the through hall valve located just forward of the batteries), in the other position, it will discharge into the holding tank. If you use the holding tank, please monitor it carefully! **If the toilet pump starts to resist your flushing effort, don't force it!** Exploding or leaking sewage is most unpleasant! Search out the problem and correct it. To empty the holding tank overboard (where appropriate to do so), open the seacock valve (under forward settee cushion, port side) and flip "macerator" switch to on position. Run until you hear a pitch change, then stop. Holding tank will be empty, but double-check the tank monitor. If you pump out the holding tank at a shore facility, please fill it with fresh water through the deck fitting to rinse, then pump it out again. Thank you!

13. Heater . The diesel fired Webasto cabin heater is located in the outboard portion of the starboard cockpit locker. The black heater control is located at the above and slightly to the stern of the electrical panel. The control has a rocker switch to turn the heat on and off and a rotary dial for temperature. With the rocker in the heat position, rotating the dial to the right starts the unit and raises the temperature setting. Turning the dial all the way to the left turns off the unit, however the fan will continue to run while the unit is cooling down. Check to make certain that the heat vents are not blocked by clothing or bags. The heat is dry, comfortable, and on those rainy days or cool evenings, makes a huge difference in cruising comfort!

The Webasto heater exhaust is very hot air when coming out the port stern. If a line, dinghy painter or anything else is hanging in front of the exhaust outlet it will melt or burn.

14. Radio/CD player. The Jenson radio/CD player has two speakers inside the main salon and two speakers outside. The speakers can be controlled (faded) to just play inside or out, both, or any degree of sound in between. We have left a few of our favorite Irish fiddle music CD's, plus a few CD's that have a collection of songs a friend on another boat left for us. We are glad to share these and hope you to enjoy them.

If you do listen to music on the outside speakers while moored, please be respectful, sound travels easily over water.

15. Refrigerator. The well-insulated refrigerator must be turned on at the electrical panel. The rotary dial thermostat is located in the refrigerator. We recommend running the refrigerator during the day only, not at night. Or at least turn it down to "4" (the medium setting) at night. This will help conserve house battery power.

16. Sails / Rigging.

Hoisting the Mainsail: The mainsail is easily hoisted from the cockpit. Before hoisting the main it is necessary to slacken the topping lift to loosen the flaking lines of the Dutchman Flaking system. Add about a 6 inches of slack to the topping lift line and then secure this line with the rope clutch. Wrap 3 turn of the main halyard line around the winch, give a pull and you can hoist the mainsail right up the mast. If you feel a lot of resistance when pulling the last $\frac{1}{4}$ of sail up the mast, check to be sure the reefing lines are not tight and holding the mainsail down. Use the winch handle to hoist the main the last 6 to 12 inches.

Dropping the Mainsail: Tighten the topping lift (by hand only) to take the slack out of the flaking lines, loosen the main halyard and let the mainsail do a controlled drop. The mainsail will flake itself on top of the boom. The first flake needs to be to the starboard side of the boom. Depending on the wind direction, it should be from the bow, you may have to straighten up the folds on the boom.

Reefing the Mainsail: When the mainsail is reefed you have shortened the mainsail by about 20%. Loosen the main halyard until (black mark) on this line is visible just aft of the rope clutch. Now pull on the reefing line until (black mark) on this line is visible, again, just aft of the rope clutch. Some additional adjustments may be necessary but in general when the two (black) marks are opposite one another, the mainsail should be reefed and tight. Note: When the mainsail is flaked & secured to the boom, you might be tempted to take all the slack out of the (red & white) reefing line, please do not do this, just tuck the extra line in the folds of the mainsail.

Headsail - The jib is furled on a Schaefer roller furling. It has good sail shape at the full out position.

Please add slight tension on the roller furling line when deploying the headsail, and on the sheets when furling, this prevents problems from either a rat's nest on the furling drum or "candy striping" of the furled sail. After the jib has been unfurled, cleat the furling line off with a little tension.

- 17. Sailing & Handling Characteristics.** Just Fiddlin' is a delight to sail. Her full batten mainsail and 135 headsail moves her well in light winds. Her perfect sailing breeze is `10 – 15 knots. Under power, Just Fiddlin' backs very slightly to port. However, once she has sternway, Just Fiddlin' is easily steered with small rudder changes.
- 18. Shower.** 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. Experienced cruisers know the sailor's shower: get wet, turn it off, soap up, rinse off. If the shower basin overflows, you're using too much water. After turning the sump pump on at the panel board, it is controlled by a toggle switch located next to the washbasin. **CAUTION:** The engine can heat the water to scalding temperatures! On warm, sunny days, an alternative to the below decks shower is the swim platform shower. This is also a good way to rinse off salt after swimming or dirt after going ashore.
- 19. Stove.** The propane stove has two burners and an oven. Propane is heavier than air and requires caution. For your safety, please follow these procedures:
1. Open the hand valve at the propane tank all the way.
 2. **Make sure all stove control knobs are in the "off" position!**
 3. Turn on the electric solenoid switch located on the electrical pane.
 4. Follow the stove lighting instructions printed on the inside of the oven door. Instructions are for both the stove top burners and the oven.
 5. When finished with the stove, shut off the burner(s), then shut off the solenoid switch. (What little propane remains in the line from the tank to the galley is insignificant, and even if this tiny amount of propane were to leak into the cabin, it would not cause a problem.)
 6. If you do not intend to use the stove again in the next several hours, it's also a good idea to shut off the hand valve at the tank. Then you'll have both the solenoid valve and the hand valve protecting against a potential propane leak into the main cabin. (You'll sleep much better!) Please note that both propane valves – the hand valve and the solenoid valve – are located in the propane locker in the aft of the cockpit, which is vented and isolated from the rest of the boat. Any leaks there will move down, out, and away from the boat.

20. TV/DVD Player & Remote.

You may want to enjoy a DVD movie on Just Fiddlin's 18" Widescreen LCD TV. The DVD slot is located on the right side of the TV and the remote control is Velcroed on the wall next to the TV. We have left a few fun DVD's to share and if you decide to watch something, you might enjoy one of these.

The TV support arm allows the TV to rotate for different viewing angles. The support arm is tight to help keep the TV from moving on its own. Please use two hands when

rotating or moving the TV on the support arm. Note the bungee, it helps keep the TV secure in its location when not in use.

AC/DC: The TV can run on either 110 shore power or the 12 volt inverter. Remove the port cushion under the TV to access the cubby where you can change the plug from one power source to another. Please, just move the plug, do not touch switch on inverter.

21. Vacuum. The battery powered vacuum is located in the aft cabin on top of the closet. It has two speeds, use the lower speed, it cleans well and the vacuum will last longer between charges. Be sure to secure the vacuum with the little bungee.

22. Water – Hot & Cold Pressure.

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

Water tanks: There are two water tanks, a 24 gallon tank (#1) located under the rear berth and a 22 gallon tank (#2) located under the forward V-berth. Selection valves are under the aft bed. Use only one tank at a time – do not leave both valves open. The water tank gauge is located in the same location as for waste holding tank. Just press the button to get a tank level readout.

State parks have no pressurized water to refill tanks, but all points of civilization do. Practice conserving water, rinsing dirty dishes in salt water is a good first step and partially filling a glass with water for teeth brushing is another.

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Thank you in advance for taking special care of Just Fiddlin'. She is a great pleasure to our family and we hope she sails you through a wonderful holiday. Your ideas and suggestions for improvements, plus any comments are important for us and future guest. Please make note of them in the guest log or on a separate sheet of paper.

Be safe - - - Be well, Roger, Jennifer & Aidan (the fiddler) Woods

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